600cc SHOOTOUT

CYCLE NEWS®

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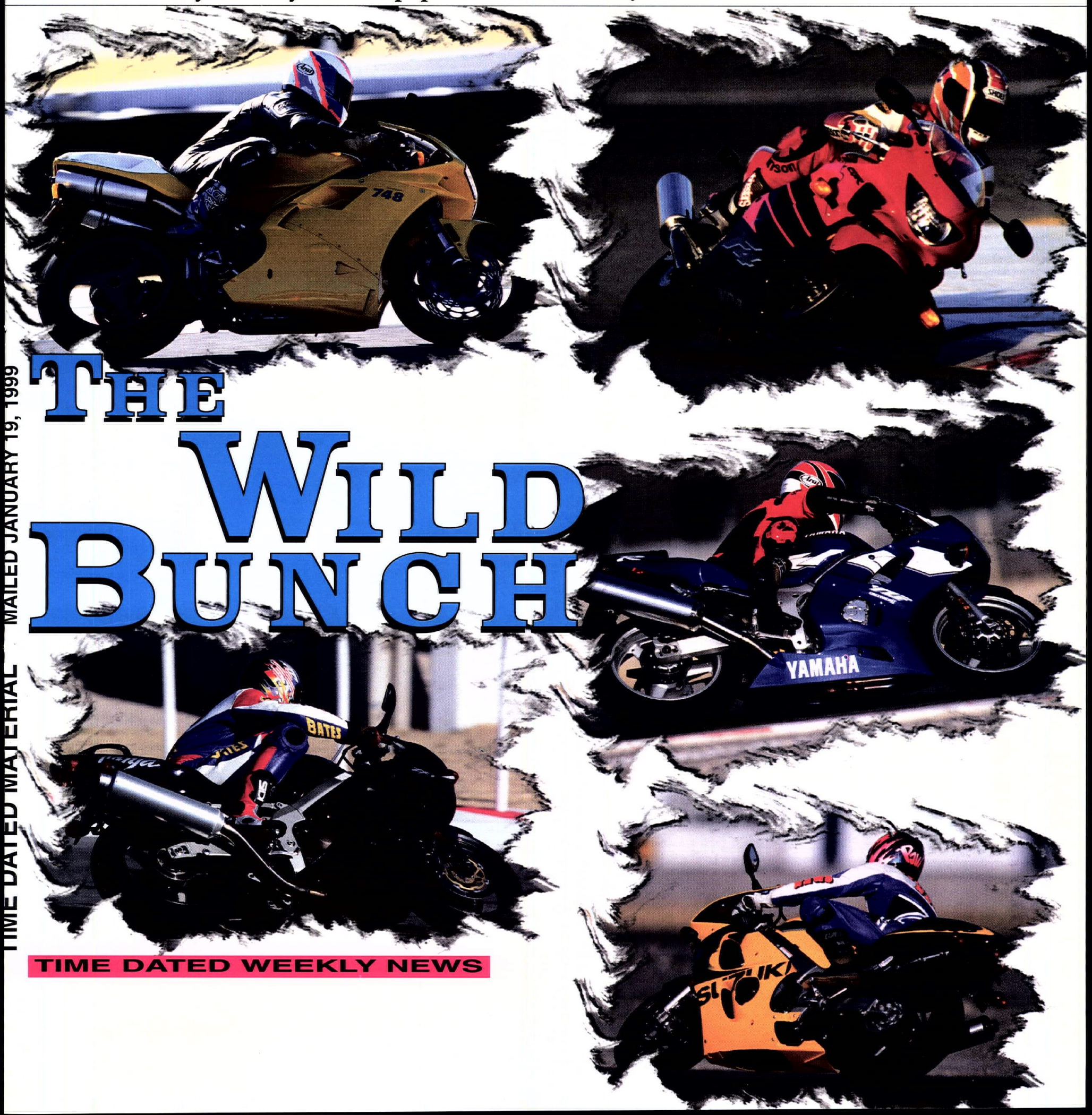

THE WILD BUNCH

TIME DATED WEEKLY NEWS

TIME DATED MATERIAL MAILED JANUARY 19, 1999

HISTORICALLY, REVOLUTIONS HAVE BEEN STARTED BY BULLETS,
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The original Ninja® 900R. Motorcycle? Or architect of a new order? Able to out-muscle any 1100cc, it was lighter than many 750s. "[It has]...sure-footed agility, lightning acceleration and eye-popping braking-disappearing like last week's paycheck."-*Cycle Guide 1/86.* In the time it took to rocket its rider a standing quarter mile, its status as an icon was established, and has been unopposed since: "The straight-line performance is breathtaking, the handling devastating, and the usability comprehensive" -*Rider 2/98.* Add in the technology behind today's Ninja ZX-9R and it's still out in front. Light, rigid frame. Adjustable suspension. Giving you maximum agility as well as high speed stability. And through extensive use of magnesium, it boasts the lightest, most compact, yet most powerful 900 engine we've ever built. Ninja. From the first spark of the ignition, the sportbike world has never been the same.

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Jeff Willoh (Hon) won the 125cc final in rounds 15 and 16 of the AMA/PJ1 National Arenacross Series in Hampton, Virginia, January 15-16, with **Cliff Palmer** (Kaw) and **Buddy Antunez** (Suz) splitting wins in the 250cc class. Willoh beat Antunez and **Jeromy Buehl** (Hon) to win Friday's 125cc final, then topped Antunez and Buehl again in Saturday's final. On Friday night, Palmer beat Buehl and **Chad Pederson** (Suz) to win the 250cc final, with Antunez topping **Denny Stephenson** (Hon) and Willoh in Saturday's 250cc main event. After 16 of 34 rounds, Palmer leads Antunez in the series points standings, 495-476, with Willoh third on 464 points.

Contrary to rumors circulating after the San Diego Supercross, Team Kawasaki's **Ricky Carmichael** did not break his hip when he crashed during the 250cc main event on January 16. Carmichael did, however, suffer a nasty gash on his upper thigh that will force him to miss at least two rounds of the series. While running in the top 10, Carmichael got sideways over a series of jumps and went down, taking his KX's footpeg in the thigh. "Basically, we dodged a bullet, considering the potential for serious damage," Kawasaki team manager Bruce Stjernstrom said. "He has a deep laceration in his upper thigh; luckily it didn't get into the muscle and did not break his hip. A big concern right now is infection." Stjernstrom went on to say that Carmichael is in good spirits and is expected to attend the next couple of rounds at Phoenix and Seattle to hang out and sign autographs.

Yamaha's World Superbike team turned out in force to test the new R-7 at Eastern Creek in Australia, January 14-16, with team riders **Noriyuki Haga** and **Vittoriano Guareschi** being joined by Yamaha's All-Japan Superbike Series team of Wataru Yoshikawa, Norihiko Fujiwara and Takeshi Tsujimura. Haga, who had tested the prototype R7 at the end of last year, ended up lapping under the superbike lap record, recording a best of 1:32.4 on the final day of the test. Yoshikawa lapped at 1:32.6, with Guareschi turning a 1:33.08, Fujiwara a 1:34.9 and Tsujimura a 1:35, according to *Cycle News* contributor Paolo Gozzi. "This bike has a great potential," Haga said. "I tested a lot of solutions regarding suspension, tires and chassis setup. We need to know the bike's feeling after each change. The engine is really faster than the YZF that I rode in 1998, so I am confident about the new season. I will try to win races and the World Championship, if possible." The test marked the superbike debut of Haga's teammate Guareschi. "I'm a beginner in superbike and I want to grow step by step," Guareschi said. "I don't know the bike, slick tires, nothing about machine setup. But I'm enthusiastic - to race with a superbike was my dream, and now this is reality. I will do my best to thank Yamaha for this opportunity. My time here at Eastern Creek was not so bad, for me was first visit here, and I'm happy." One interested spectator at the test was Vance & Hines Ducati's Anthony Gobert, who watched the proceedings from outside of the turn-seven gates at Eastern Creek - stopwatch in hand.

Road racer **Mike Hale** - whose career floundered when, after a lackluster season he left the Fast by Ferracci team by mutual consent in the middle of last season - will get a chance to move up to the 500cc World Championship when he tests Kenny Roberts' Modenas KR3. Hale, who's been working out at Roberts' ranch in Hickman, California, will test the Modenas in Australia and Malaysia with an eye toward signing a contract to race the World Championships. It will be his fifth team in five years. "I've been talking with Chuck (Aksland - the manager of the Roberts team) for a couple of years," Hale said. "And I tested the Lucky Strike Suzuki after the '97 season, and that went good. And I had a couple of tests on the Swissauto 500, the MuZ, that went pretty good. We were all set to sign with MZ and then (Jurgen) van der Goorbergh bought the ride. I was going to be (Luca) Cadalora's teammate. He (van der Goorbergh) brought a big sponsor to the team."

Team owner **Kenny Roberts** said that one of the reasons he chose Hale is that, "I understand him," then amended it to say: "I understand him about half the time, when he's not talking Texan, and he's young, and he's available. I'm just helping Mike. I've got him here on the minibikes (Honda XR-100s), evaluating him. We know he has the talent to ride a motorcycle. It just hasn't come out lately. To race for us, a rider has to be workable, be young and have talent. He has all those things. He was one of the names that I kicked around for a while." Hale tested for the Muzzy Kawasaki team during the December tire test at Daytona and might have gotten a ride had Doug Chandler not returned. Once Chandler, Muzzy and Kawasaki came to an agreement to resolve their differences, Hale was left without a ride. Hale sees the chance to ride the Modenas as a tryout, though he's confident he can win the job as Jean-Michel Bayle's teammate. "Phillip Island is my favorite race track," he said. "I'm going to Australia and Malaysia, and we'll see what happens. All the loose ends aren't tied up yet. We're both going in with the same mindset. We both have good faith. I'm pretty confident going into the test." If the Modenas ride doesn't materialize, Hale said that there's nothing out there that he really wants. "I'd probably rather go car-racing."

Mike Hale was joined at the Roberts ranch by **Kenny Roberts Jr.** and his Suzuki teammate, **Nobuatsu Aoki**. Aoki came to Northern California to train at the ranch, as well as improve his physical conditioning by working with Roberts Jr. under the watchful eye of trainer Dean Miller. Aoki was to be joined by 250cc World Championship runner-up Tetsuya Harada, but a scheduling conflict sent Harada to Jerez, Spain, where he was to test the Aprilia 500 V-twin which he'll race in this year's 500cc World Championship. The day before Aoki arrived at the ranch, Yoshimura Suzuki's Steve Crevier rode the XRs with Kurtis Roberts of Erion Racing, Roberts Jr. and Hale.

The Aprilia superbike team returned to Jerez, Spain, for more testing, January 13-15, along with the 125, 250 and 500cc Grand Prix teams. Team rider **Peter Goddard** failed to improve upon the lap times he recorded in December and ended up crashing on the third day and bruising his right foot. The Australian will be fit to test again when the first of the official World Superbike tests takes place in Kyalami, South Africa, February 1-3.

Jason Pridmore's **Star Motorcycle Schools** will back road racer **Greg White** in a new team, Team Star Racing, for the 1999 AMA 750cc Supersport and Formula Xtreme Series. White will ride Team Suzuki Sport-backed Suzukis in the two classes. White will also be a guest instructor at the Star schools throughout the season.

The March 6-7 running of the **Malcolm Smith Motorsports Prairie Dog GP** at

Management shake-up at Brainerd

The management staff of Brainerd International Raceway resigned en masse prior to the Christmas holidays, leaving in doubt the 1999 event schedule at the northern Minnesota road course and drag strip. The track annually hosts a round of the AMA Superbike National Championship and is home to Central Roadracing Association, a Minnesota-based Amateur road racing organization.

The list of those leaving BIR includes Dick Roe, vice president and operations manager; Dan Roe, concessions and special-events coordinator; Dave Ferroni, communications and public-relations director; Bev Heilicher, business manager, Heather Johnson, advance-ticket coordinator; Karen Owen, ticket sales supervisor; Bob Van Houton, drag racing event manager, and Dave Batters, security director.

Ron Brown, president of BIR since 1995, resigned in August 1998, following disagreements with Donald Williamson, the chairman of the board of The Colonel's, the parent company that owns BIR. That led to Williamson working directly with the BIR staff. But by December the BIR staff had concluded that Williamson was impossible to work for, and walked out.

Among the contentions between Williamson and the former BIR staff was Williamson's orders to regard all existing contracts between BIR and racing organizations and sponsors as null and void.

"We just strongly disagreed with Mr. Williamson on important operating issues," said Dick Roe. "We felt that his attitude towards employees and sponsors made the environment unworkable. It wasn't just the lack of respect and appreciation for the continued growth and financial success for BIR, but also a complete disregard and disrespect to our existing sponsors. He could not accept that."

Brainerd International Raceway was known as Donnybrooke Speedway when it opened in the 1960s, but the operation became insolvent and the original owners filed bankruptcy. In 1973, Dick Roe and local sports-car racer and businessman Jerry Hansen bought the facility and reopened it the following year. In the mid-'80s, BIR became a publicly held corporation. In 1994, Williamson bought a controlling interest in BIR from BIR board member and drag racer Gene Snow.

A new management team was installed this month, and the track intends to run a full schedule, including the AMA Suzuki Classic and four CRA events, according to Terry Fasching, the new business manager of BIR.

"We get hundreds of calls a day, people concerned whether or not we are going to be open," said Fasching. "We are going to be open, and we are going to run a full schedule. We're working on the (rental) rates, contract, things like that, right now (for CRA)."

According to Merrill Vanderslice of the AMA, there is an understanding with the new BIR management for the AMA National at BIR, scheduled for August 1.

"Basically, we don't have anything more than a verbal agreement to have an event at Brainerd at this point," Vanderslice said. "But with a longterm customer like Brainerd, it could be up to 60 days before the event (before there is a written contract)."

Fasching also dispelled the rumor that had been circulating since mid-1998 that BIR property was going to be developed for nonracing use.

"There are no plans, and I don't think that's even an option," he said. "To us it's a race track. It's not a housing development."

Nevertheless, race fans will notice two things different at BIR in 1999: a new name - "The Colonel's Brainerd International Raceway" - and the absence of Dick Roe.

"Whenever a shipment would come in from UPS or Federal Express, Dick was a basket case," recalled former BIR pressman Dave Ferroni. "He always wanted to make sure (the package) got into the right hands. He would deliver 'em to the race teams. He was a former racer himself."

Tracy Hagen

Sainct and BMW win Dakar

French rider Richard Sainct rode his BMW to victory in the 1999 Total Granada-Dakar desert rally, which began on New Year's Day and concluded on January 17 on the African continent.

Sainct, who just weeks prior to the 1999 event switched from the KTM to BMW team, said of the change: "I wanted to be one of few in the team and not just one of the many."

It turned out to be a good move, as he battled against a long list of KTM riders throughout the two-week event, finally finishing some four minutes ahead of KTM's Thierry Magnaldi, Alfie Cox and Jordi Arcarons.

The win by Sainct was BMW's fifth in the rally, with its last win coming 15 years ago. Third-placed finisher Cox said of Sainct and BMW's win: "Richard has been lucky this year. Usually the BMWs have DNFed, but this year he has soldiered on - credit to him."

From week one, Sainct was the fastest and most consistent of the competitors, and by the time the second week came around, he had built up enough of a lead to where he could relax and ride consistently.

"I was not trying to get a huge lead, but I was thinking very seriously about not letting the others come too close," Sainct said after his win.

It was the last few days that really wrapped up the event for the BMW rider. His main rival, Magnaldi, was still close at that point, but a crash with only two days remaining sent the Spaniard to the doctors, where he lost vital time. At roughly the same time, third-placed Fabrizio Meoni dropped out.

Five-time Dakar motorcycle winner Stephane Peterhansel finished in the top 10 in the car portion of the rally.

Geoff Meyer

Stevens calls it quits

Former AMA Superbike National Champion Thomas Stevens announced his retirement from the sport on Monday, January 18.

"I've been racing professionally since 1988," Stevens said. "It's time for me to move on. There were no superbike rides available, and to do anything else wouldn't excite me. I've achieved the goals I set out to achieve and I've had eight great years of superbike racing. I wanted to retire at the top of my game and I didn't just want to keep holding on. It's tough to leave this sport and it's been a tough decision for me, but it's time for me to make that decision."

Thomas Stevens en route to winning the AMA Superbike crown in 1991 on his Vance & Hines Yamaha.

Stevens, who will turn 35 in September, burst onto the AMA road racing scene when he beat Doug Polen in the 600cc Supersport final at Road Atlanta in 1987. In 1998 and 1989, he rode in the AMA 250cc Grand Prix class for Kenny Roberts, finishing second and fifth in the series in those two years.

In 1990, Stevens was named the AMA Superbike Rookie of the Year for finishing fourth in the series point standings on his Vance & Hines Yamaha. In 1991, Stevens won the Superbike National Championship on the Vance & Hines Yamaha. The following season saw Stevens switch to the Muzzy Kawasaki squad, and he ended the series as the second-ranked rider behind Scott Russell.

For the 1993, '94 and '95 seasons, Stevens raced for Yoshimura Suzuki, finishing eighth, ninth and 10th, respectively, in those years. In 1996, he raced in the 600cc Supersport class for Kinko's Kawasaki and ended the series in second place behind champion Miguel DuHamel. In 1997 and 1998, Stevens was reunited with team owner Terry Vance on the Vance & Hines Ducati team. He finished 14th in his abbreviated '97 campaign and ended 1998 ranked 13th in the AMA Superbike National Championship.

In his retirement, Stevens said he will concentrate on running his Florida-based trucking company and will also do some work for Speedvision. He did leave an opening for a return to racing, however, when he stated, "If a superbike ride opens up, I will come back and ride for a team."

Glen Helen Raceway in San Bernardino, California, will feature a new course layout, according to Glen Helen. The new course will run out in the hills behind Glen Helen, adding asphalt and another 2.5 miles of riding. For more information, call 909/880-3090.

The second round of the Sunstar CMC Golden State Motocross Nationals was held on January 16 at Competition Park in San Jacinto, California. **Justin Buckelew** (Yam) recorded his first-ever Pro-class win in the 125cc Pro division, sweeping both motos. **Nick Wey** (Kaw) finished second, followed by Jimmy Varis (Suz). In 250cc Pro action, Wey took the win over **Ted Campbell** (Suz) and **Billy Joe Mercier** (Yam).

Former Team Green off-roader **Paul Krause** has signed a deal with Montclair Yamaha for 1999. The multi-time Baja 500 and 1000 winner will contest the National Hare & Hound series, the Best in the Desert Silver State Series, selected National Reliability Trials, and the District 37 Desert Racing series aboard YZ400s. In addition, the Krause box van will serve as an FMF support truck at all events the new Yamaha pilot attends.

Longtime dirt track racing supporter **David Manko**, 59, died of a heart attack at his home in Hayden Lake, Idaho, on January 13. Manko formed LOPKO Racing with Denny Lopp several years ago and sponsored the likes of Joe Kopp, Dan Stanley, Don Wilson, Greg Triber, Steve Aseltine, Mickey Fay and Rex Fisher. Memorial contributions can be made to the Clayton Foundation at 3505-M Cadillac Ave., Costa Mesa, CA 92626.

To celebrate the 20th anniversary of his first of two victories in the Daytona 200, the Yamaha TZ750 ridden by the late **Dale Singleton** will be put on display in the Daytona USA building on February 26. The display will feature the bike and a mannequin dressed in Singleton's leathers, boots, helmet, gloves and his two Daytona 200 trophies. Singleton won the Daytona 200 in 1979 and 1981.

Moto Radio has announced that it has reached an agreement with the National Promoters Group to supply local radio broadcast services for each of the 12 rounds of the AMA/Mazda Truck National Motocross Series. The format will include live race coverage, interviews, news, entertainment features and music. For more information, see Moto Radio's home page on the World Wide Web at http://www.motoradio.com.

Rick Berg of Apple Valley, California, is the grand-prize winner in the *Cycle News*/TravelCraft Daytona Sweepstakes. Berg will receive the TravelCraft Bike Week travel package and tickets to all the major events taking place in Daytona Beach, Florida, during Bike Week '99. Scott Schnettler takes home the second-place prize of two Arai Regent helmets and a one-year subscription to *Cycle News*; Cody Lewis earned the third-place prize of an Aerostitch Darien Jacket and Pant set and a one-year subscription.

The **Gary Bailey MX School** will visit Las Vegas Motor Speedway in Las Vegas, Nevada, for the first time, in a session scheduled for January 29-February 1. For more information, call 540/650-1759.

World Sport Imports, formerly run by road racer Rodney Fee, is now under the ownership of Ben Solis and James Siddal. World Sports now has HRC parts in stock for RS125 and RS250 road racers, plus a selection of new and used race bikes. For more information, call 323/466-8680.

New York's Department of Motor Vehicles has announced the availability of **custom license plates** for members of the Harley Owners Group (HOG) - the first custom plate any state has offered for use on motorcycles as well as other passenger and commercial vehicles. "The colorful new license plate gives Harley-Davidson motorcycle owners a new way to show pride in their bikes, and their membership is one of the most well-known motorcycle groups in the country," DMV commissioner Richard E. Jackson Jr. said. "This new license plate also breaks new ground in the motorcycle world, offering riders a first-ever chance to display a custom license plate." The HOG plates feature the full-color HOG insignia, and the line at the bottom of the tag reads: "Harley Owners Group." The plates are available for $38, with a renewal rate of $30 - in addition to the normal registration fees billed yearly.

Italian road racer **Marcellino Lucchi**, the 41-year-old winner of the 1998 250cc Italian Grand Prix, has come to terms with the Docshop Racing Aprilia team and will finally have the opportunity to compete in a full season of GP racing. Lucchi, however, will also continue in his role as the factory Aprilia test rider.

Lake Elsinore Championship Motocross (LECM) broke ground on its proposed motocross and training facility in Lake Elsinore, California, on January 15 and is hoping for an opening on January 24. The Karl Scanlan-built tracks are currently being constructed on 95 acres and will include three outdoor-style tracks, a supercross track and a pee wee track. Practices are scheduled for Tuesday through Sunday from 9 a.m. to dusk, and night sessions are scheduled to begin some three weeks after the initial opening of the facility. For more information, call 909/544-3671.

So Cal Racing Concepts has entered into a joint venture with Lake Elsinore Championship Motocross to build and maintain a world-class motocross training center that will cater to both beginners and professionals. Mike Fedornow will handle all promotions, with former Team Honda rider Jim Gibson slated to run the training center. For more information, call 909/544-3585.

Off-road vehicle public hearings have been scheduled for Massachusetts for February 16-18. The meeting on February 16 will be held at Fall River Heritage State Park in Fall River, the meeting on the 17th is scheduled for Taconic High School in Pittsfield, and the February 18 meeting will be held at Lawrence Heritage State Park in Lawrence. All three meetings will begin at 7 p.m.

There's a good chance that former factory Honda road racer and dirt tracker **Jeff Haney** will be working with **Miguel DuHamel** to help get the injured road racer back to full fitness prior to Daytona. Haney, who has been a trainer to such riders as Kevin Schwantz, Bubba Shobert and Scott Russell, consulted with DuHamel at the recent Laguna Seca Raceway test and took DuHamel to the Gold's Gym in Monterey that he co-owns with baseball Hall of Famer Reggie Jackson.

CORRECTION: Round four of the GFI Series will be held at Perris Raceway in Perris, California, on February 7; round five will take place at Competition Park in San Jacinto, California, on February 21; and the North-South Showdown will be held at Glen Helen in San Bernardino, California, on March 21.

OPENED: Lost Coast Motorcycle Expedition's home page on the World Wide Web. The site can be found at the following address: http://www. lostcoastmotorcycle.com.

HIRED: Dale Spangler, as motocross promotions manager for Smith Sport Optics, effective February 1. Spangler formerly worked for Alpinestars.

BORN: Allison Nicole Moore, on January 11 in Lancaster, California, to District 37 racer and president of Boyz MC, Mark Moore, and his wife, Kirstin.

RESCHEDULED: Round two of the CMC Northern California round at Hollister Hills, to Saturday, January 30 at Hollister Hills. Open practice will be held on Friday, January 29. For more information, call Motowest Racing at 415/578-8578.

OPENED: Montclair Yamaha 1-877-TY-DAVIS' home page on the World Wide Web. The site can be found at the following address: http://www.montclairyamaha.com.

HIRED: Pat Dunn, as general manager of Barnett Tool & Engineering, effective immediately.

OPENED: Barnett Tool & Engineering's new facility in Ventura, California. The new address is as follows: 2238 Palma Dr., Ventura, CA 93003-5733.

AUTOGRAPH SIGNING: At Renton Motorcycle Co., in Renton, Washington, on January 29 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team SplitFire's Billy Payne, Nathan Ramsey and Scott Sheak are scheduled to appear. For more information, call 425/226-4320.

AUTOGRAPH SIGNING: At Town & Country Motorsports in Chandler, Arizona, on January 22 from 6 to 7 p.m. Team Suzuki's motocross squad is scheduled to appear. For more information, call 602/539-2431.

AUTOGRAPH SIGNING: At Aurora Suzuki in Seattle, Washington, on January 30 from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 206/783-2323.

MOVED: Carbon Tech, to 7925 Butte Ave., Sacramento, CA 95826, 800/776-4089, 916/387-5482 (fax).

MOVED: Beach House Engineering Inc., to 1625 50th Avenue Drive East, Bradenton, FL, 34264 (shipping only); P.O. Box 79, Oneca, FL, 34264 (mailing); 800/760-1151 (order), 941/727-4488 (info), 941/727-4499 (fax).

OPENED: Aerostitch Rider Wear's home page on the World Wide Web. The site can be found at the following address: http://www.aerostitch.com.

CORRECTION: The South City Motorcycles' home page address on the World Wide Web is as follows: http://home.mho.net/sccyles.

STOLEN: A 1997 KTM 250SX from the back of racer Sean Fries' pickup truck during the CMC Golden State Series in Marysville, California, on January 10. The KTM's VIN number is VBKMXJ200VM31332. For more information, Fries can be reached at his e-mail address: friessea@otn.net. CN

GRAND SLAM!

The Ride Red Race Report | **Saturday January 9, 1999**

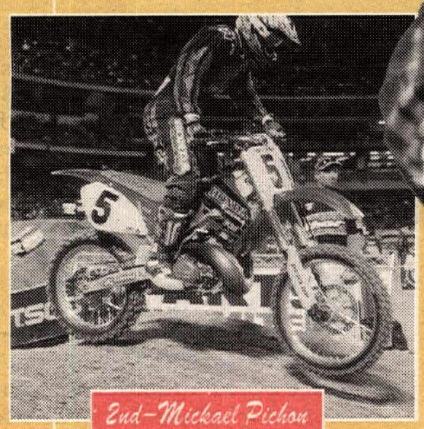
Ezra Lusk clears the bases at Edison Field with the first win of 1999.

Edison Field, Anaheim California–the first Supercross of the season. Time to see who's done their homework during the winter. Who's going to be fast–and who's going to be last.

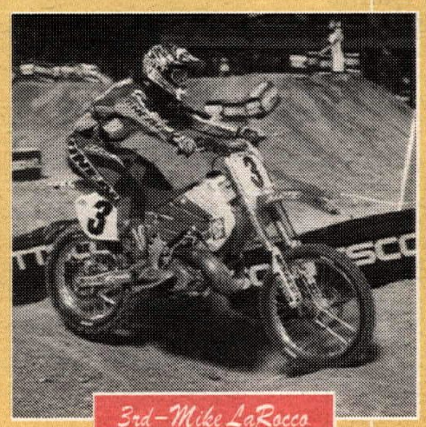
And when the two-stroke smoke cleared, any doubts vanished as well, and the competition–along with 45,000 fans –was seeing red.

First Place: Honda's Ezra Lusk. Second Place: Honda's Mickael Pichon. Third Place: Honda-mounted Mike LaRocco. And for good measure, Honda's Kevin Windham took fourth.

If their initial performance is any indication, these four Honda CR®250R riders–along with teammate Sebastien Tortelli–are in position to dominate the season from start to finish. Looks like 1999 is shaping up to be a great year for anyone who's riding red–and a long year for anyone else.

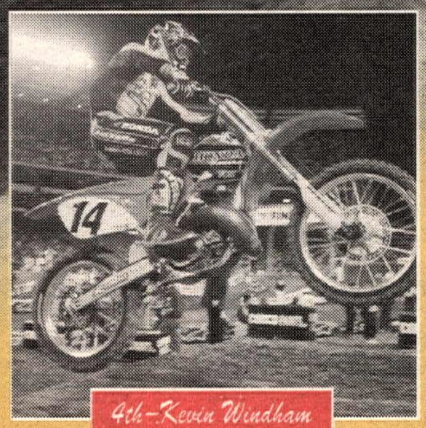


2nd–Michael Pichon



3rd–Mike LaRocco

1st–Ezra Lusk



4th–Kevin Windham

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Voices

LETTERS TO THE EDITOR

Not a drag

Here's my take on people who dump on drag racing and Pro Stock bikes in particular: Why don't you make a pass down the strip at 188-plus mph in less than 7.5 seconds and then explain your monkey theory to me again? It just isn't so.

The bottom line is: If you don't like the discipline, quit whining and change the damn channel.

M.W. Malumphy
Pittsfield, MA

Thanking Georgie

I wanted to let you know why I think the Mid-Atlantic area is the hotbed of future dirt trackers. After the thrilling finals at the Timonium Indoor Short Track in December, I was in the pits, loading up with my nephew (who had just won the 50cc final) and his friends, when Expert National #71 Georgie Price came over and handed out some of his old trophies to the kids. These weren't just trophies, but huge trophies.

He then autographed KTM posters for everyone in the area. The excitement and happiness he gave to these kids can not be described.

Thank you, Georgie, for not only the clinic you put on in the 250cc Pro final, but also for being a positive role model for these future racers.

Jock Weir
Parkton, MD

Wise guy

I just read the race report from the Silver City Motocross (Issue #1, January 13). After looking at the photo of Branson Lacey, I bet he would have lapped the field if his front end didn't wash out every time he fanned the clutch. Inverted number plates? What will they think of next?

Mark Strassner
Rochester, NY

You caught us. Our photo of Branson Lacey was inadvertently flopped during scanning for production... Editor

All-encompassing

With all the silly things that readers have had to say lately, I felt it was finally time to speak up. First to Jay Ingersol: It's obvious that you have never slid your leg over a serious drag-racing motorcycle. If you had, then you would know that there is a lot more to drag racing than "timing the lights..." There's weight transfer, steering a bike that responds to body English and not normal steering, shifting, working the throttle to control wheelspin and wheelies, intense physical g-forces, and more. Sure, it may last only six or seven seconds, but those seconds are more intense and demanding than you could believe. I used to chuckle to myself when I would watch a drag-racing finish-line interview, car or bike, and see the driver sweating up a storm - "what a bunch of out-of-shape non-athletes," I thought. Then I had the opportunity to do the quarter-mile in seven seconds at close to 200 mph. Until you've been there, don't be so quick to judge. Further, I believe that a rider of Matt Hines' caliber could hold his own in any discipline of the sport.

To all those with a comment about nipple rings, tattoos, etc.: None of those things have anything to do with being a good or bad role model. What comes out of one's mouth and the manner in which one conducts oneself determines the ability to be a good role model. The rest is just personal expression. The world would be awfully boring if it weren't for expression and individuality. Jeremy McGrath is a perfect role model. Anthony Gobert is not. Doug Henry is not only a good role model but a poster child for overcoming adversity. But that has nothing to do with his marital status, piercing or ink.

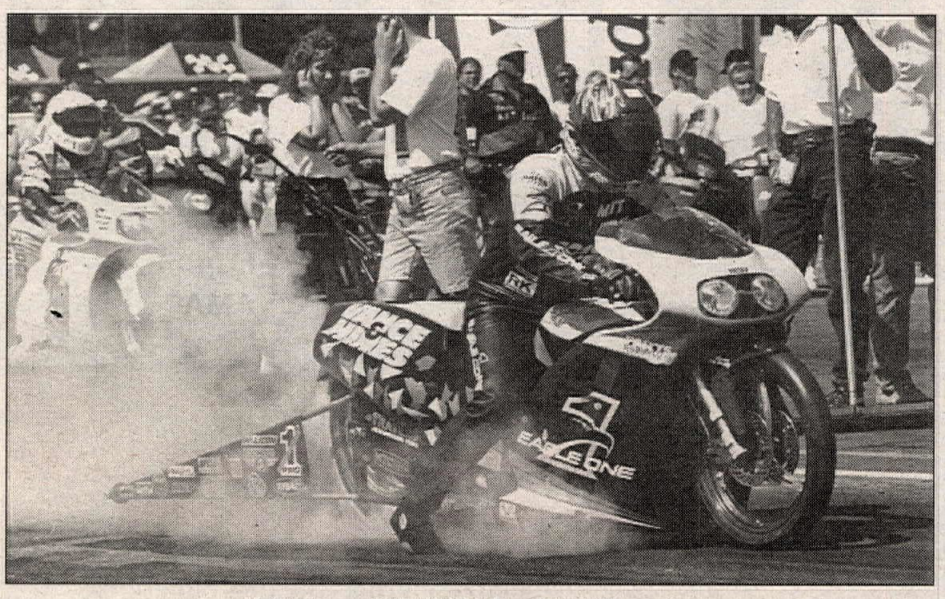
And to those who have an ax to grind with the Yamaha four-stroke: Open your minds and see that the equivalency is fair. Sure, it has a bigger motor. It also weighs more, is much harder to start, and doesn't make its power as quick. Until you go out and wrestle one of these beasts around, learn to shut up, listen, learn and then make a judgement. Otherwise, you're just showing your ignorance. I hope to see more big thumpers from KTM, Husaberg and Honda before long. It will make the class more interesting. I will never forget riding wide open on an Open-class two-stroke and being passed by a works BSA B-50 500cc four-stroke on an uphill at Carlsbad. The thunder was unbelievable.

On to Alan Cathcart: He may not be a rider the caliber of Doohan or Foggy, but he is a damn sight better than 99.9 percent of the readers and gives us an unbiased insight into the machines that these and other heroes ride that we would never otherwise get. If you don't really like his stuff, then don't read it.

One last thing: I really enjoy the "Time Remembered" and "Looking Back" features. I have noticed the name Larry Bergquist comes up repeatedly. How about a "Time Remembered" with Larry? I understand he lives in the Apple Valley area. After all, this is the guy who won the Baja 1000 on a Honda 350 and returned to ride it on the Harley-Davidson.

I feel better now. Hopefully, some of your readers will think before they write with such a poison pen in the future.

Don Lindfors
Los Angeles, CA



Matt Hines - 1998 NHRA Pro Stock Champion

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ON THE COVER

We gathered up the best Middleweight Supersport bikes we could get our hands on and headed for Las Vegas Motor Speedway to see which one was best. The results are on page 12. Photos by Frank Hoppen.

6

Tallon Vohland en route to winning in Las Vegas.

Tallon's number-one fan

I raced at the GFI Supercross in the 50cc class. I am writing this letter to thank Tallon Vohland for being so nice to me. He is my new hero. He was so awesome in his race. He rode a Honda 125 and got second place overall, racing against 125s and 250s. He got the first-place 125 trophy. He is so cool, because we both race with #711 on our bikes.

After the race, I went over to his box van to meet him and bring him one of my jerseys with 711 on the back. He didn't have any jerseys printed with his number, but he told me he would have one for me at the Anaheim Supercross.

The best part of the weekend is something I will never forget: He traded my 50cc first-place trophy for his huge 125cc Supercross first-place trophy. I will be rooting for him to win and I hope he has a lot of other fans around the country when he goes to the Supercrosses and Nationals. I know he will only have the same number as me for one year, because next year his bike will have a big number one on it. Welcome back to America, Tallon - from your number-one fan.

Ronnie Goodwin
Las Vegas, NV

Edmondson vs. AMA

Having been an AMA member and professional racer for some 30-odd years, I am upset to find out that Roger Edmondson has sued my AMA. In the 1980s, racing 250cc GP, 600cc Supersport and selected AMA/CCS races, I found myself questioning the goals of Mr. Edmondson. He ran a pretty smooth operation and, although the cash awards for winning races were small, I still believed that he was out to help the participants and their goals. As years went by and the racers became more and more broke and entry fees went up, up, up, our friend Roger seemed to be thriving. Pulling into the pits next to all our little beat-up trucks and vans that we lived out of, Roger and his wife, Peggy, cascaded in with a big new motorhome, pulling their new Corvette. With his Rolex watch on, we had riders' meetings and discussed finances. Many racers who were not skilled at begging for sponsors simply quit because we became family men and women and simply had to earn a living.

I now see Roger as an opportunistic, selfish man who doesn't give a hoot about the racers or motorcycle enthusiasts. He only cares for himself.

This is going to hurt the cause of motorcycling. The AMA does much more than just host races. They help fight for our rights as motorcyclists on and off the track. Now, as a Honda dealer, I have learned to appreciate the AMA and its ongoing desire to better the industry. I feel better about our business because I know the AMA would go to court to protect our rights as two-wheeled citizens. I urge anyone reading this to support the AMA because they support us. Suing someone is not an honorable way to make money - hard work and perseverance is.

Roger, read 1 Corinthians 6:1-7.

Garry Griffith
East Ridge, TN

Johnny O'Mara

T-boned

Where's an interview with Ricky Carmichael? McGrath T-bones him and there's nothing said. My seats were located above the turn where they tangled. It looked flagrant to me. The altercation cost both of them a chance for the win. Come one - this was supposed to be the match-up of the century, and Mac slams R.C. in the opening round. Tell me, and every other person in the moto world, something. Was it an accident, or is R.C. pissed, or what?

Andy King
Brea, CA

Our coverage of the Anaheim SX had quotes from both riders. McGrath: "Then I was on the inside of that corner, and I think (Kevin) Windham and Carmichael ran into each other - they turned super-sharp and I was already coming in on the inside, and I just could not stop and ran right into them. The front end tucked and I just went down." Carmichael: "Me and Jeremy kind of had a run-in and broke my throttle housing. After that, my throttle was catching, so that kind of sidetracked me the rest of the race." Neither of the two seemed overly upset by the incident... Editor

Go, go, Johnny O'

My younger brother recently thrust *Cycle News* into my hand, showing me the picture of Johnny O'Mara in classic style at (we think) Carlsbad. I was at work and I couldn't wait to get home to read "O'Mara: Part I."

O'Mara's accounts of his racing days brought back memories for my brother Dan and myself. We grew up in Sydney, Australia, and just used to ogle and constantly read and reread of those days in Motocross Action. Witnessing an O'Mara win at a National led to a sick kind of worship of the man.

Jim Felt says it right: Those days were the best. Thanks, Johnny, for the good read.

Phillip Alamangos
Rancho Santa Margarita, CA

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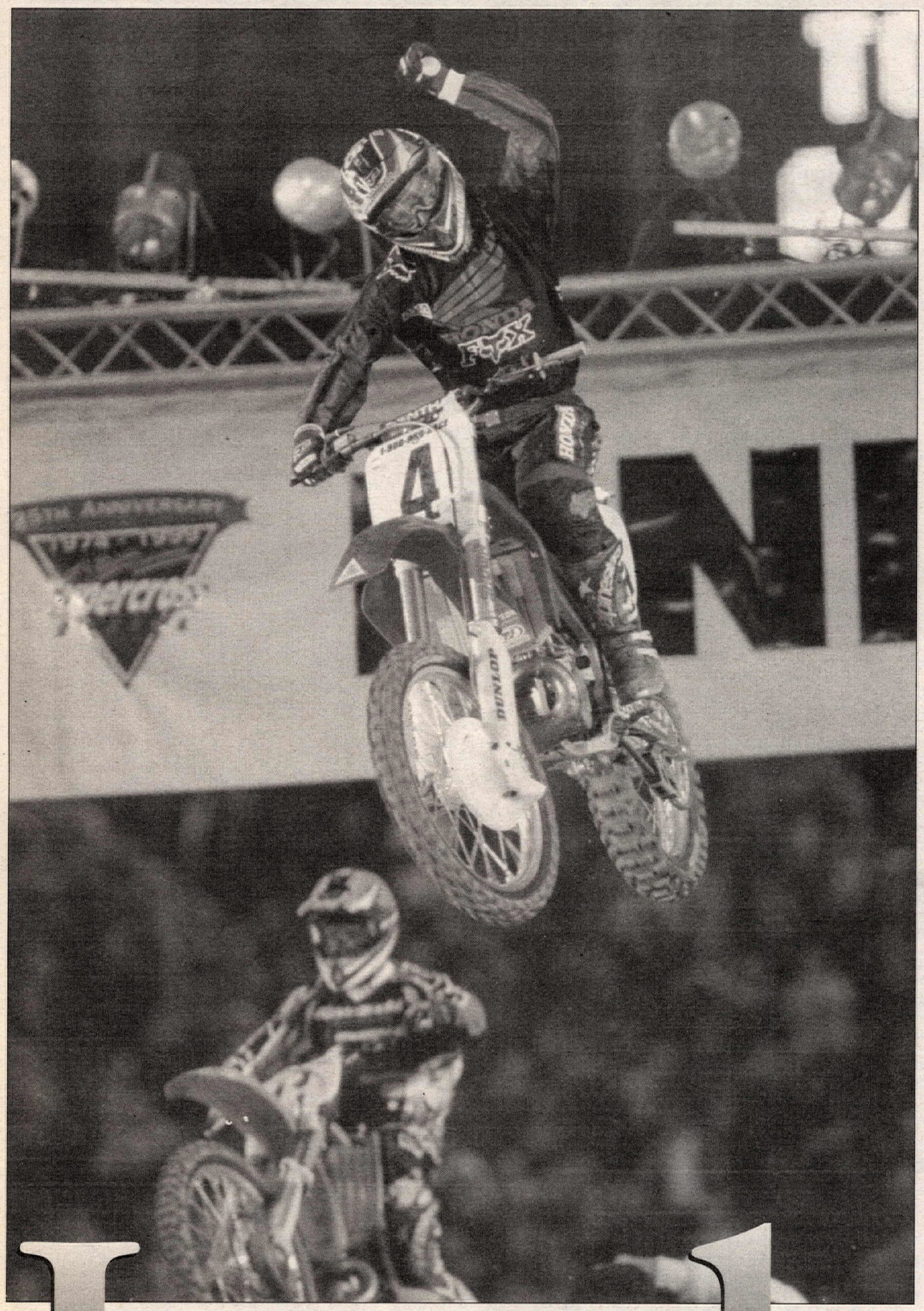
Round 2: Qualcomm Stadium

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES



Lusk left standing

By Eric Johnson
Photos by Kinney Jones

SAN DIEGO, CA, JAN. 16

In a race that had it all - crashes, crash landings, block-passes, lead changes, and last-minute, last-breath charges - Team Honda's battered and bruised Ezra Lusk launched his Mike Gosselaar-tuned factory Honda CR250 over the finish line first at San Diego's Qualcomm Stadium.

Despite being inadvertently landed upon by Team Suzuki's Greg Albertyn on the opening lap of the main event, Lusk shook it off, put his head down, and methodically picked his way through to the front to snatch his second consecutive AMA/Toyota Trucks Supercross win of the season. But it didn't come easily - or without a price. In claiming the victory, the fiercely determined Lusk had to fend off a spirited ride through the pack by defending champ Jeremy McGrath, who by the penultimate lap of the race was beginning to nip at the Honda's rear fender. Nevertheless, it was Lusk - visibly in pain after rolling off the track - who prevailed after the dust and screaming had finally subsided.

"I got landed on on the first lap, and when I got comfortable on the bike again, my back just started spazzing out and it hurt really bad," said a relieved Lusk. "Right after the race, we put a bunch of ice on it and the swelling is now going down.

"I really wanted to win this race," he added. "I wanted to ride a smart race, but then, after a few laps, I got settled in and realized I could go a little faster, so I picked up the pace, and I caught a glimpse back and saw Jeremy coming, so I knew I needed to get up and try and get away before he got on up there on me. I was more hurting at the beginning, and I didn't feel bad until I got off the bike. It's all pretty good. I'm still surprised with the two wins. I had a lot of time off this year and had a lot of time to think about racing. I'm really looking forward to going to Phoenix and getting another race out of the way, and another race under the belt."

And what was Lusk's take on McGrath?

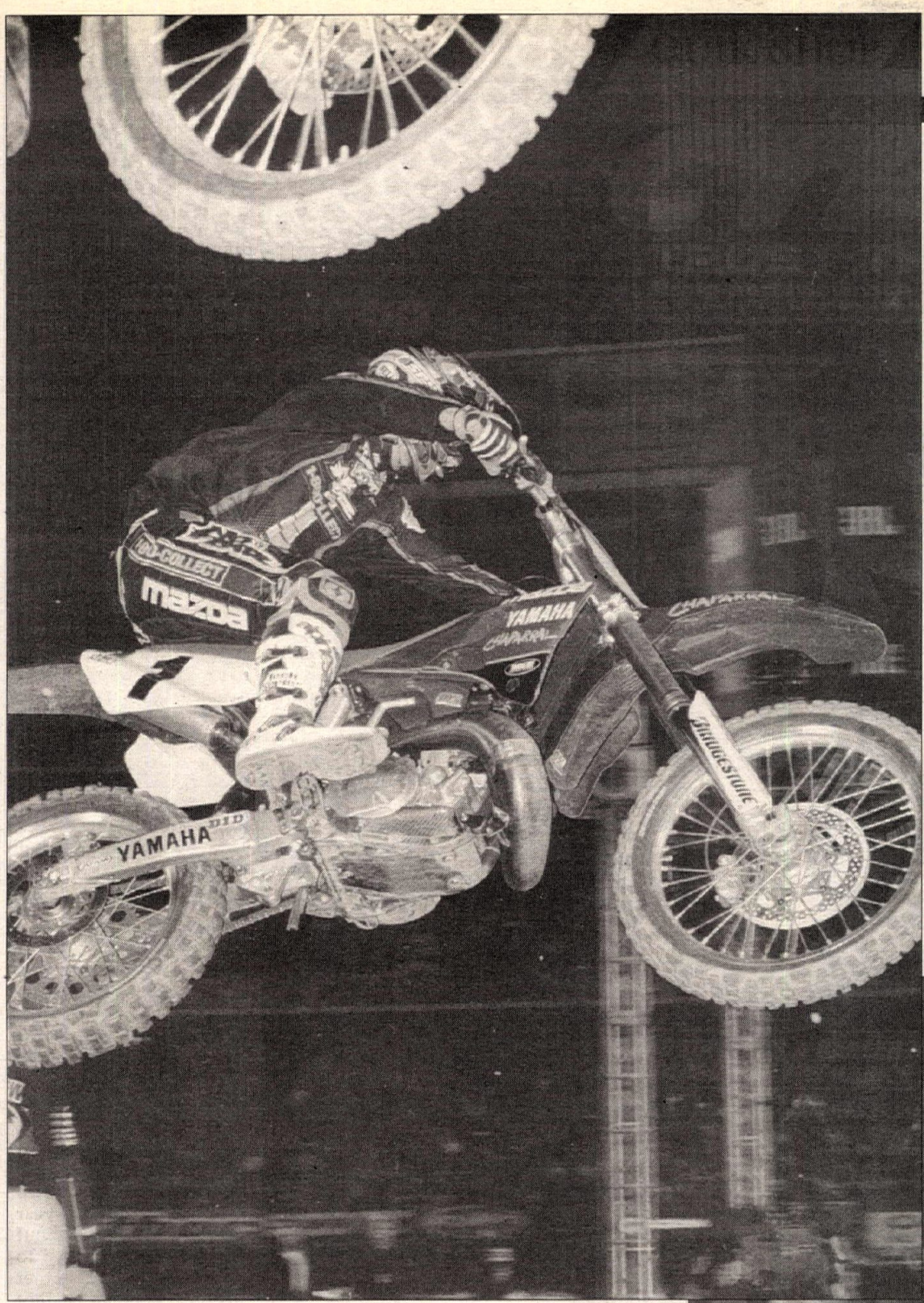
"He's not number one for nothing," Lusk said. "Number one five times in the last six years. I'm sure he'll find the right groove and find a way to get back up there, but hopefully I'll find my groove and get good-enough starts, and it will be a way before he can get there."

Now in his second year with the well-heeled Mazda/Chaparral/Yamaha race outfit, McGrath atoned for an uncharacteristically poor start by placing in the runner-up position.

"You know, I felt strong, but I got a shitty start, man," he said. "My Yamaha is working good, but my bike has a lot of traction, and it's hard to hold it down. We're going to work on it this week. The race was mentally good for me, because I was strong at the end of 20 laps. I need to get better starts. I just need to get the ball rolling and get some confidence. I got right on him, but Ezra is riding good and he's coming in here with the confidence, and I'm trying to build some, so that's basically where I am at."

For the second consecutive Saturday night, Mike LaRocco piloted his

So far, so good for Ezra Lusk: With his win in San Diego, the Team Honda rider has now won the first two rounds of the AMA U.S. Supercross Series.



Factory Connection/Jack in the Box/O'Neal-supported Honda to a third-place score. After blasting out of the hole with another one of his now-legendary mediocre starts, LaRocco set sail from a midpack position to rail through the field. LaRocco passed one rider after another before finally whizzing past both Mickael Pichon and David Vuillemin on the very last lap to snake the last position on the podium.

"Well, I'm obviously very happy to be on the podium, but I was a bit stiff from the crash I had in the heat race," he said. "During the first few laps of the race, I felt really stiff, but as time went on, I broke a sweat and began to loosen up. I saw the guys in front of me were getting tired, so I kept charging."

Although he missed the podium by one place, talented young Frenchman David Vuillemin raised a number of eyebrows on Saturday night by leading the 250cc main well past the halfway mark. Stylish and smooth, the FMF/Yamaha-backed Vuillemin fought off the determined advances of Suzuki's Robbie Reynard and Lusk lap after lap before finally losing the point position on lap 13. From there, he ultimately dropped back to fourth.

"I feel good," Vuillemin said. "I got a good start and I was dueling with Reynard, but we lost a little bit of time at the beginning of the race because he went inside and I would go after him to stop him, so we were losing time to everyone like that. Then Ezra caught up, and I was a little bit tight; then Jeremy passed me, and I was in an easy third. I was there and riding good with only four or five laps left, but then on the last lap, I made a mistake when my rear wheel got caught up in one of the ruts and I had to hit the gas to straighten up. I went into a slide and LaRocco passed me. I made one mistake and I lost the podium, and I'm a little disappointed about that, but I did a good race and I proved that I can be up front."

Pichon rode his factory Honda to a credible and conservative fifth. He protected his fourth-place position up until the last lap, when LaRocco sent him back to fifth. Nonetheless, Pichon was happy with his point tally.

"I felt pretty good the whole moto, but I got arm pump again," Pichon said. "I was very tight, and I'm not riding like I should be riding right now. I'm very tight and very nervous. I'm making a lot of mistakes and not being smooth enough. At the end, I was trying to go by David (Vuillemin), and after the whoops I went to the outside and then he screwed up and I had to slow down, and then Mike (LaRocco) went by both of us at once."

HEATS

World Supercross Champion Reynard and his factory Suzuki dived into the first corner with the holeshot in the first heat race. Rubbing his rear tire in second was Team Kawasaki superstar Ricky Carmichael, while Yamaha-mounted riders Jimmy Button and McGrath rode in third and fourth. Reynard held the point up through lap three before R.C. sailed by him over a triple. On lap four, McGrath, who had found his way around Button, also raced around Reynard and set out after Carmichael. Eventually the two riders circulated the track in close formation. Carmichael, however, rode with confidence and took the checkered flag to mark his first AMA 250cc Supercross heat win. McGrath placed second, Button third, and Reynard fourth.

Lusk took the holeshot in the second heat, followed by Dowd, Honda's Kevin Windham, and Suzuki's Greg Albertyn. On lap two, things heated up when Windham pulled into second place behind his teammate Lusk, and Albertyn jumped his Suzuki up to third. Lusk and Windham immediately went at it, with Windham taking his turn at the front on lap three. Lusk kept his cool and by lap five had displaced his red riding comrade to second when he outgunned Windham through the whoop section. The rest of the heat race was a processional affair, as Lusk sailed over the finish line with the win. Windham was a few seconds back in second.

Albertyn held his position in third, and Dowd claimed the transfer spot with a steady fourth-place ride. Pichon found himself on the bubble position in fifth and was sent back idling to the pits in order to prepare for the semi.

(Left) Defending champ Jeremy McGrath found his way onto the podium with a second-place finish.
(Below) David Vuillemin (934), here dicing with McGrath and Lusk, was an early contender. He finished a strong fourth.

Round 2: Qualcomm Stadium

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES

"The track is very easy and too hard to pass on," said Pichon. "Everybody is going to the inside, and it's hard to find a way around."

SEMIS

Damon Huffman rode his factory Kawasaki to the win in semi number one, taking the measure of Team Suzuki's Larry Ward, who finished second. Pichon took third, while LaRocco and Moto XXX/Suzuki privateer rider Phil Lawrence grabbed third and fourth.

Tim Ferry, who rode in third place for most of the affair, fell on the last lap and took a trip to the LCQ.

For the second Saturday night in a row, Jeff Emig had to ride a semi, and he tried to make his life a bit easier by taking the holeshot. But Chaparral Yamaha rider Steve Lamson jumped out in front and led the entire race to claim the win. Emig, however, was satisfied with second; he was followed by Vuillemin and Kawasaki of Mexico's Pedro Gonzalez. Team Honda factory rider - and FIM 250cc MX World Champion - Sebastien Tortelli took fifth.

LAST-CHANCE QUALIFIER

Team Noleen's Ferry made up for his minor miscue in the first moto to win the last-chance qualifier. Following him home was Texan privateer Grayson Goodman, who grabbed the last ticket to the main.

MAIN

With the 54,645-strong crowd on its feet, Vuillemin rolled through the first corner with the holeshot. In his wake were Reynard, Lusk, Albertyn, Ward, Carmichael and Pichon. Over the triples, the Albertyn's yellow Suzuki could be seen tumbling off the circuit, the result of a midair collision with Lusk. Albertyn's race was ruined for the evening, while the intrepid Lusk forged on.

As the pack of 250cc motorcycles lofted over the finish-line jump to begin the second lap, Carmichael flew off the track and hit the ground hard. In the fall, his bike's footpeg slashed a deep laceration into his thigh. He was unable to finish the race and will miss at least two races.

Meanwhile, up front, Vuillemin, with Reynard glued to his rear fender, began to put some daylight between himself and the other 18 riders. By lap three, the two riders began their slicing and dicing on one another, while McGrath began making his move through the bar-banging pack, first making a slick move on his longtime adversary Emig for sixth.

By lap six, Vuillemin was looking over his shoulder and seeing Reynard, while Lusk was riding about six seconds back in third. Pichon was now alone in fourth, and McGrath had moved into fifth after passing Ward. Before the lap was completed, Emig and Lamson went down in a heap.

By lap nine, the Vuillemin/Reynard duel had heated up, while Lusk and Pichon had McGrath closed in. Reynard and Vuillemin traded places back and forth a couple of times, but Vuillemin continued to hang on.

At the halfway mark, McGrath moved into fourth place, sending Pichon back to fifth. A lap later, Lusk crept inside of Reynard and began stalking Vuillemin. McGrath soon displaced Reynard and the battle for the win was on.

Two laps later, Lusk found his way around the stubborn Vuillemin, who came right back and slammed the Honda rider in a turn. Undaunted, Lusk held the position, and Vuillemin was now concerned about McGrath. He held McGrath back as long as he could, but the champ made a nifty move and shot by Vuillemin.

"I was being smooth and remained calm, because I know Ezra and Jeremy are very fast and have a lot of experience," Vuillemin said. "I'm here to learn, maybe to come here full time next season."

McGrath was beginning to chip away at Lusk's hard-earned lead, but Lusk did a masterful job of sifting through the lapped traffic, and McGrath could not put a dent in Lusk's modest lead.

Meanwhile, a few seconds adrift, Vuillemin hung tough in third, while Pichon rode in fourth. LaRocco, who had heated up and was now clicking off

(Left) Mike LaRocco put together another fine ride, matching his previous week's third-place performance.
(Below, left to right) LaRocco, Lusk and McGrath share the spotlight.

Instant Gratification

Some guys have no self control.

Like Ezra Lusk ... driven

to ride Dunlop's new D739s

to victory in the 250SX

season opener at Anaheim.

IS DOMINATION

And Casey Johnson ... who

couldn't hold his horsepower,

either ... nailing the 125's top

spot on D739s the same day.

Don't blame us, though.

We didn't give them the attitude.

Just the Superiority.

Dunlop D739 Front and Rear

DUNLOP
SUPERIORITY

1.800.548.4714 or www.dunloptire.com

Round 2: Qualcomm Stadium

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA REGIONAL 125cc SUPERCROSS SERIES

For the second race in a row, Yamaha of Troy's Casey Johnson won the 125cc Main. In San Diego, Johnson held the lead every lap on his way to a seven-second margin of victory.

the fastest lap times on the track, put in a final last-gasp charge, which brought him right up on the two French racers.

On the last lap, Lusk frantically fought his way through traffic, and McGrath was doing anything he could to pull him in. LaRocco, his sights set on a podium finish, had a fortuitous stroke of good fortune when Vuillemin and Pichon became entangled in their own battle and therefore did not see him coming. A few moments later, it was LaRocco in third.

"To be honest with you, I want to stay on the box at all of these California races, because they are not really my style of track," LaRocco said. "If I can do that and get back east to where I ride a little bit better, I think I will be in a position to start winning some races."

Pichon, after riding virtually the entire race in fourth place, was now shoved back to fifth.

"I think right now I might have too much power," Pichon said of his Honda. "I think that's why I'm getting arm pump. Like getting out of the turns, the bike is *braaaap*, so I have to use the clutch a lot to slow it down. We're going to work on that so I can get through the first four or five laps without getting arm pump."

At the finish, it was Lusk taking a hard-fought victory over McGrath, LaRocco, Vuillemin and Pichon.

Although he still is without a win in the 1999 campaign, McGrath is confident about the young season, and he is ready to roll east toward Phoenix, the launch point of his 1998 victory parade.

"The track was 100 times better than last week - the track was pretty lousy in Anaheim," said McGrath. "Everything was better about this weekend. I'm feeling pretty confident now and I'm ready for next week." CN

Qualcomm Stadium
San Diego, California
Results: January 16, 1999 (Round 2 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Ricky Carmichael (Kaw); 2. Jeremy McGrath (Yam); 3. Jimmy Button (Yam); 4. Robbie Reynard (Suz); 5. Mickael Pichon (Hon); 6. Damon Huffman (Kaw); 7. Phil Lawrence (Suz); 8. Heath Voss (Hon); 9. Mike LaRocco (Hon); 10. Takeshi Koikeda (Yam); 11. Kelly Smith (KTM); 12. Ryan Terlecki (Suz); 13. Ted Campbell (Suz); 14. James Povolny Jr. (Yam); 15. Brad Woolsey (Kaw); 16. Lance Smail (KTM); 17. Shinichi Kaga (Hon); 18. Tony Amaradio (Yam); 19. Tim Ferry (Yam); 20. Larry Ward (Suz).
Time: 7min.,6.240sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Hon); 2. Kevin Windham (Hon); 3. Greg Albertyn (Suz); 4. John Dowd (Yam); 5. Sebastien Tortelli (Hon); 6. Jeff Emig (Kaw); 7. Steve Lamson (Yam); 8. David Vuillemin (Yam); 9. Jason McCormick (Hon); 10. Brock Sellards (Hon); 11. Pedro Gonzalez (Kaw); 12. Grayson Goodman (Hon); 13. Doug Dubach (Yam); 14. Akira Narita (Hon); 15. Dustin Nelson (Yam); 16. Espen Blikstad (Suz); 17. Pat Foster (Yam); 18. Brian Stone (Kaw); 19. Travis Hodges (Kaw); 20. Doug Stone (Kaw).
Time: 7 min., 6.250 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Damon Huffman (Kaw); 2. Larry Ward (Suz); 3. Mickael Pichon (Hon); 4. Mike LaRocco (Hon); 5. Phil Lawrence (Suz); 6. Heath Voss (Hon); 7. James Povolny Jr. (Yam); 8. Ryan Terlecki (Suz); 9. Tim Ferry (Yam); 10. Shinichi Kaga (Hon); 11. Lance Smail (KTM); 12. Takeshi Koikeda (Yam); 13. Tony Amaradio (Yam); 14. Kelly Smith (KTM); 15. Ted Campbell (Suz); 16. Brad Woolsey (Kaw).
Time: 5 min., 21.570 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Steve Lamson (Yam); 2. Jeff Emig (Kaw); 3. David Vuillemin (Yam); 4. Pedro Gonzalez (Kaw); 5. Sebastien Tortelli (Hon); 6. Brock Sellards (Hon); 7. Espen Blikstad (Suz); 8. Brian Stone (Kaw); 9. Jason McCormick (Hon); 10. Grayson Goodman (Hon); 11. Pat Foster (Yam); 12. Dustin Nelson (Yam); 13. Doug Stone (Kaw); 14. Travis Hodges (Kaw); 15. Doug Dubach (Yam); 16. Akira Narita (Hon).
Time: 5 min., 22.100 sec.

250 LCQ (6 laps, 1-2 transfer to main): 1. Tim Ferry (Yam); 2. Grayson Goodman (Hon); 3. Espen Blikstad (Suz); 4. Ryan Terlecki (Suz); 5. Takeshi Koikeda (Yam); 6. Shinichi Kaga (Hon); 7. Kelly Smith (KTM); 8. Brian Stone (Kaw); 9. Brock Sellards (Hon); 10. Doug Dubach (Yam); 11. Doug Stone (Kaw); 12. Pat Foster (Yam); 13. Travis Hodges (Kaw); 14. Tony Amaradio (Yam); 15. Lance Smail (KTM); 16. James Povolny Jr. (Yam); 17. Dustin Nelson (Yam); 18. Jason McCormick (Hon); 19. Heath Voss (Hon); 20. Ted Campbell (Suz); 21. Brad Woolsey (Kaw); 22. Akira Narita (Hon).
Time: 5 min., 32.270 sec.

250 MAIN (20 laps): 1. Ezra Lusk (Hon); 2. Jeremy McGrath (Yam); 3. Mike LaRocco (Hon); 4. David Vuillemin (Yam); 5. Mickael Pichon (Hon); 6. Sebastien Tortelli (Hon); 7. Robbie Reynard (Suz); 8. Larry Ward (Suz); 9. Jimmy Button (Yam); 10. John Dowd (Yam); 11. Phil Lawrence (Suz); 12. Damon Huffman (Kaw); 13. Tim Ferry (Yam); 14. Kevin Windham (Hon); 15. Pedro Gonzalez (Kaw); 16. Jeff Emig (Kaw); 17. Steve Lamson (Yam); 18. Grayson Goodman (Hon); 19. Ricky Carmichael (Kaw); 20. Greg Albertyn (Suz).
Time: 17 min., 50.590 sec.
Margin of victory: 01.002 sec.

250cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES POINT STANDINGS (After 2 of 16 rounds): 1. Ezra Lusk (50/2 wins); 2. Mike LaRocco (40); 3. Mickael Pichon (38); 4. Jeremy McGrath (36); 5. John Dowd (27); 6. David Vuillemin (26); 7. Kevin Windham (25); 8. Damon Huffman (20); 9. (TIE) Jimmy Button/Sebastien Tortelli (19); 11. (TIE) Jeff Emig/Tim Ferry (18); 13. Ricky Carmichael (17); 14. (TIE) Steve Lamson/Phil Lawrence/Larry Ward/Robbie Reynard (16); 18. Brock Sellards (9); 19. (TIE) Greg Albertyn/Pedro Gonzalez (6).

Casey-Casey, again

By Matt Freeman
Photos by Kinney Jones

SAN DIEGO, CA, JAN. 16

From Yamaha of Troy's standpoint, things couldn't be better. For the second Saturday night in a row, golden boy Casey Johnson dominated a round of the Western Regional 125cc Supercross Series. Making things even sweeter for the team is the fact that Johnson's teammate Casey Lytle took the runner-up position for the second straight week as the series visited San Diego. Sweet for Yamaha of Troy, frustrating for everybody else.

This time it was Johnson who came out of the gate and grabbed the holeshot, but it was Lytle who led the first-lap charge around the track. Johnson passed Lytle just before the end of the first lap and proceeded to pull away from the rest of the 22-man field in a big way, ultimately winning by some seven seconds.

Meanwhile, Lytle had his second nail biter of a race in as many attempts but, once again, he got the job done and finished a respectable second.

Finishing third was SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey, who turned a mix-up at the start into a stirring charge through the pack. Prior to the main event, Ramsey and the rest of the Pro Circuit team showed up at the starting gate a few seconds too late, forcing the entire team to start from the dreaded outside gate positions.

Ramsey found himself in 10th on the first lap, a spot that would not allow him to challenge Lytle for second place until it was too late.

Husqvarna/Bell/Alpinestars/Dunlop/Fast By Ferracci-backed Alessio Chiodi improved his round-one results by one position, finishing fourth in San Diego. Chiodi tangled with a rider in his heat race, forcing the 125cc World Champion to ride in the last-chance qualifier, where he netted second behind Primal Impulse/Suzuki/Bill's Pipes/Shift-sponsored Michael Brandes. In the final, Chiodi put himself into a four-way battle for second place with Lytle, Ramsey and Erick Vallejo. The dogfight for second got hairy at times, but Chiodi held his ground, stayed off the stadium floor and crossed the finish line one spot off the podium.

Brandes followed Ramsey through the pack during the main event, climbing as high as fifth - and that's where the RM rider eventually finished. Sixth place went to new Team Stiffie recruit Charlie Bogard. Yamaha rider Isaiah Johnson, KX125-mounted Ryan Clark, SplitFire/Pro Circuit/Kawasaki-backed Scott Sheak and Primal Impulse/Suzuki/Bill's Pipes/Shift-sponsored David Pingree rounded out the top 10, respectively.

HEATS

Bogard grabbed the holeshot in the first heat, but Ramsey shot past the Texan before the race was half a lap old. Brandes, who gated fourth behind Moto XXX's Travis Preston, was next to pass Bogard on the first lap. After making the pass, Brandes literally aimed his RM in the direction of Ramsey. On the second lap, Brandes stuffed Ramsey in a corner, sending the race leader to the ground. Once in the lead, Brandes shot out of the same corner and then proceeded to fly over the bars after he failed to negotiate a long, tricky whoop section, sending him into the LCQ. With Ramsey and Brandes both sitting on the soil, Bogard inherited the lead.

With Lytle breathing down his neck, Bogard took the win, with Honda-mounted Donald Upton claiming third. Ramsey remounted to finish fourth. Ryan Clark, Sheak, Preston, Billy Payne and Tyler Evans filled out the top nine, all earning spots in the main.

David Pingree got the jump in heat two, but Johnson had the lead exiting the first turn. While Pingree and Johnson were pulling away from the pack, Chiodi found himself in a first-turn pile-up. The mess sent the Italian straight to the LCQ.

By lap five, Johnson had built a four-second lead and was already coming into lapped traffic. He won easily, topping Pingree and Vallejo. Holland, Jimmy Varis, Keith Johnson, Greg Schnell, Brad Hagseth and Chad Reed all transferred to the main.

Brandes easily won the LCQ over Chiodi. Yamaha pilots Isaiah Johnson and Andy Harrington were able to safely claim third and fourth, the final transfer spots into the main.

MAIN

Just after grabbing the holeshot, Johnson lost momentum over a small set of doubles, allowing Lytle to shoot into the lead. Behind the Yamaha duo were Vallejo, Bogard, Isaiah Johnson, Upton, Ramsey and Brandes. The remainder of the Pro Circuit team, including Sheak and Payne, were back in the pack, victims of their poor gate positions.

"I was right there at the start," said Lytle. "Johnson got the holeshot, but I jumped to the inside of him and got by him. I tried to put my head down and go away, but I came around to the whoops, and I about lost it in the whoops. I thought for sure I was going down. My feet were off the pegs, and that's where he (Johnson) got by me."

The mistake was all Johnson needed to get out front and run away from the rest of the pack.

Third-placed Vallejo and fourth-placed Bogard were starting to gain ground on Lytle. Bogard eventually crashed, dropping back to ninth on the fifth lap. At the same time, Ramsey and Brandes were dicing through the ranks and making it look easy. On lap seven, when Ramsey caught up to fourth-placed Chiodi's rear wheel, Johnson already had a five-second lead. Meanwhile, Lytle was fighting off pass attempts by Vallejo, who was likewise under pressure from Chiodi and Ramsey. At this point, the race was for second place.

On lap 10, Ramsey finally got around Chiodi and set his sights on Lytle and Vallejo. When the Pro Circuit rider caught Vallejo, he found himself in the middle of an epic scuffle for second place. Turn after turn, Vallejo tried to cut off Lytle, but Lytle dared to hold his original line, making a clean pass nearly impossible for Vallejo. Vallejo tried to take Lytle wide several times, but Lytle held his ground. While Lytle and Vallejo

(Left) Casey Lytle equaled his results from round one by scoring a second place at Qualcomm. Lytle held off several pass attempts by Erick Vallejo and Nathan Ramsey late in the moto.
(Above, left to right) Lytle, Johnson and third-place finisher Nathan Ramsey celebrate their 125cc main-event finishes.

were coming within a hair of making contact in the corners, Ramsey made several attempts of his own to dive in underneath the dueling duo.

"Vallejo was riding pretty aggressive," said Lytle. "But after last week, we had a team meeting, and we talked about keeping my line when someone is coming. I knew my lines were faster, so I just stayed with them and didn't let him push me out."

Fortunately for Lytle, Vallejo got crossed up in the whoops and went down, ending his hopes of a second-place finish. Ramsey picked up where Vallejo left off, trying to get around Lytle in every corner of the last lap.

As Johnson whipped his Yamaha of Troy/Sinisalo/Oakley/Bell-backed YZ over the finish line for the win, most of the spectators kept their eyes on Lytle and Ramsey. In the final two corners, Lytle came dangerously close to losing second, but he was able to edge out Ramsey across the finish line.

"I came out pretty decent, considering where I had to start, but I had to work my way through the pack still," said Ramsey, who was less than thrilled with his third-place finish. "I did everything I could to catch him (Lytle). There is one rutted line through the whoops and a lot of the track, so you had to follow a lot. I wouldn't be so down on third if I didn't have such a bad time last weekend. My chain broke last weekend and I ended up 18th. The championship is getting away from me, and I'm pretty concerned."

Fourth went to Chiodi, who was feeling pressure from Brandes in the last few laps.

"I had to go to the LCQ, which pretty much gave me a bad pick on the line," said Brandes, who was unable to match his third-place finish at Anaheim. "If I would have gotten a better start in the main, I know I would have been further up there. I was stuck behind one guy for what seemed like an eternity. I'm not happy with what happened tonight because I'm ready to go out there and start winning races."

Bogard recovered from his crash to finish sixth, ahead of Isaiah Johnson and Ryan Clark. Sheak admitted to not being in full race mode, but he was still able to grab ninth, ahead of Pingree, who was back in 18th at the start of the 15-lap main event.

Going into the third round in Phoenix, Johnson holds a six-point lead over Lytle, and while the points leader seems to be riding at a level above everyone else, he is aware that anything can happen.

"I've got the momentum going and the confidence now," Johnson said, "but, like with Lytle tonight, there's always going to be someone there. Maybe next week someone will step up. You never know. I'm always going to stay on my toes." **CN**

Qualcomm Stadium
San Diego, California
Results: January 16, 1999 (Round 2 of 7)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Charlie Bogard (Suz); 2. Casey Lytle (Yam); 3. Donald Upton (Hon); 4. Nathan Ramsey (Kaw); 5. Ryan Clark (Kaw); 6. Scott Sheak (Kaw); 7. Travis Preston (Suz); 8. Billy Payne (Kaw); 9. Tyler Evans (Suz); 10. Michael Brandes (Suz); 11. Gio Tedesco (KTM); 12. Jason Partridge (Suz); 13. Andy Harrington (Yam); 14. Matt Maximoff (Hon); 15. Doug Parsons (Suz); 16. Ronnie Clark (Yam); 17. Daniel Blair (Yam); 18. Michael Young (Yam); 19. Dan Moore (Suz); 20. John Sereika Jr. (Hon).
Time: 5 min., 33.280 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Casey Johnson (Yam); 2. David Pingree (Suz); 3. Erick Vallejo (Kaw); 4. Rusty Holland (Suz); 5. Jimmy Varis (Suz); 6. Keith Johnson (Yam); 7. Greg Schnell (Yam); 8. Brad Hagseth (Hon); 9. Chad Reed (Suz); 10. Stan Sloboda (Suz); 11. Kenny Bartram (KTM); 12. Hawk White (Suz); 13. Jason Smith (Hon); 14. Harold Hageman (Suz); 15. Kris Rourke (Suz); 16. Donovan Mitchell (Yam); 17. Danny Carlson (Yam); 18. Steve Andrich (Yam); 19. Alessio Chiodi (Hus); 20. Isaiah Johnson (Yam).
Time: 5 min., 28.660 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Michael Brandes (Suz); 2. Alessio Chiodi (Hus); 3. Isaiah Johnson (Yam); 4. Andy Harrington (Yam); 5. Kenny Bartram (KTM); 6. Jason Partridge (Suz); 7. Steve Andrich (Yam); 8. Harold Hageman (Suz); 9. Gio Tedesco (KTM); 10. Doug Parsons (Suz); 11. John Sereika Jr. (Hon); 12. Daniel Blair (Yam); 13. Jason Smith (Hon); 14. Kris Rourke (Suz); 15. Danny Carlson (Yam); 16. Ronnie Clark (Yam); 17. Hawk White (Suz); 18. Dan Moore (Suz); 19. Stan Sloboda (Suz); 20. Donovan Mitchell (Yam); 21. Michael Young (Yam); 22. Matt Maximoff (Hon).
Time: 3 min., 42.550 sec.

125 MAIN (15 laps): 1. Casey Johnson (Yam); 2. Casey Lytle (Yam); 3. Nathan Ramsey (Kaw); 4. Alessio Chiodi (Hus); 5. Michael Brandes (Suz); 6. Charlie Bogard (Suz); 7. Isaiah Johnson (Yam); 8. Ryan Clark (Kaw); 9. Scott Sheak (Kaw); 10. David Pingree (Suz); 11. Travis Preston (Suz); 12. Erick Vallejo (Kaw); 13. Tyler Evans (Suz); 14. Donald Upton (Hon); 15. Keith Johnson (Yam); 16. Billy Payne (Kaw); 17. Chad Reed (Suz); 18. Brad Hagseth (Hon); 19. Greg Schnell (Yam); 20. Andy Harrington (Yam); 21. Rusty Holland (Suz); 22. Jimmy Varis (Suz).
Time: 13 min., 47.360 sec.
Winner's average lap time: 55.157 sec.
Margin of victory: 7 sec.

125cc AMA WESTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 2 of 7 rounds): 1. Casey Johnson (50/2 wins); 2. Casey Lytle (44); 3. Michael Brandes (36); 4. Isaiah Johnson (27); 5. Charlie Bogard (25); 6. (TIE) Nathan Ramsey/David Pingree (23); 8. Tyler Evans (22); 9. Travis Preston (21); 10. (TIE) Ryan Clark/Billy Payne/Greg Schnell (20).

Upcoming Rounds:
Round 3 - Phoenix, Arizona, January 23
Round 4 - Seattle, Washington, January 30

Briefly...

Arm pump was a big issue in San Diego, as such esteemed riders as Mickael Pichon, Robbie Reynard, Larry Ward and Kevin Windham all complained of the dreaded ailment. According to team manager Roger DeCoster, arm pump played a key role in Reynard's fall down the lap charts, while Windham was alleged to have also fallen victim to the "death grip" syndrome, which saw him wind up in an uncharacteristic and off-the-pace 14th-place position.

What's up with **Team Suzuki**? According to the team's five-time 500cc World Champion manager Roger DeCoster, it all appears to be the result of early-season nerves and anxiety. "They are just riding too tight and getting too nervous," said DeCoster immediately following the race in San Diego.

Team FMF/Honda has been bitten by the injury bug. **Tallon Vohland**, the three-time FIM 250cc Grand Prix winner, is, according to team manger Bob Moore, slated to be out for the next four weeks due to a cracked shoulder blade.

Team Moto XXX privateer **Phil Lawrence** was this week's winner of the Racer X $250 "gas card" for being the top-placing privateer in San Diego.

Yamaha of Troy's **Stephane Roncada**, who was scheduled to ride the 250cc class in San Diego, was a no-show. The 125cc East Coast Series rider injured his knee while practicing during the week and chose to sit out the event. Roncada was present, however, signing autographs and walking around the pits. According to YoT team manager **Erik Kehoe**, the injury is just minor and Roncada will be ready to ride the opening Eastern Region round on February 13 in Tampa, Florida. Lately, Kehoe himself gets around on crutches due to a foot injury he suffered last month while practicing with Casey Johnson. He should be walking around crutch-free in the next two weeks.

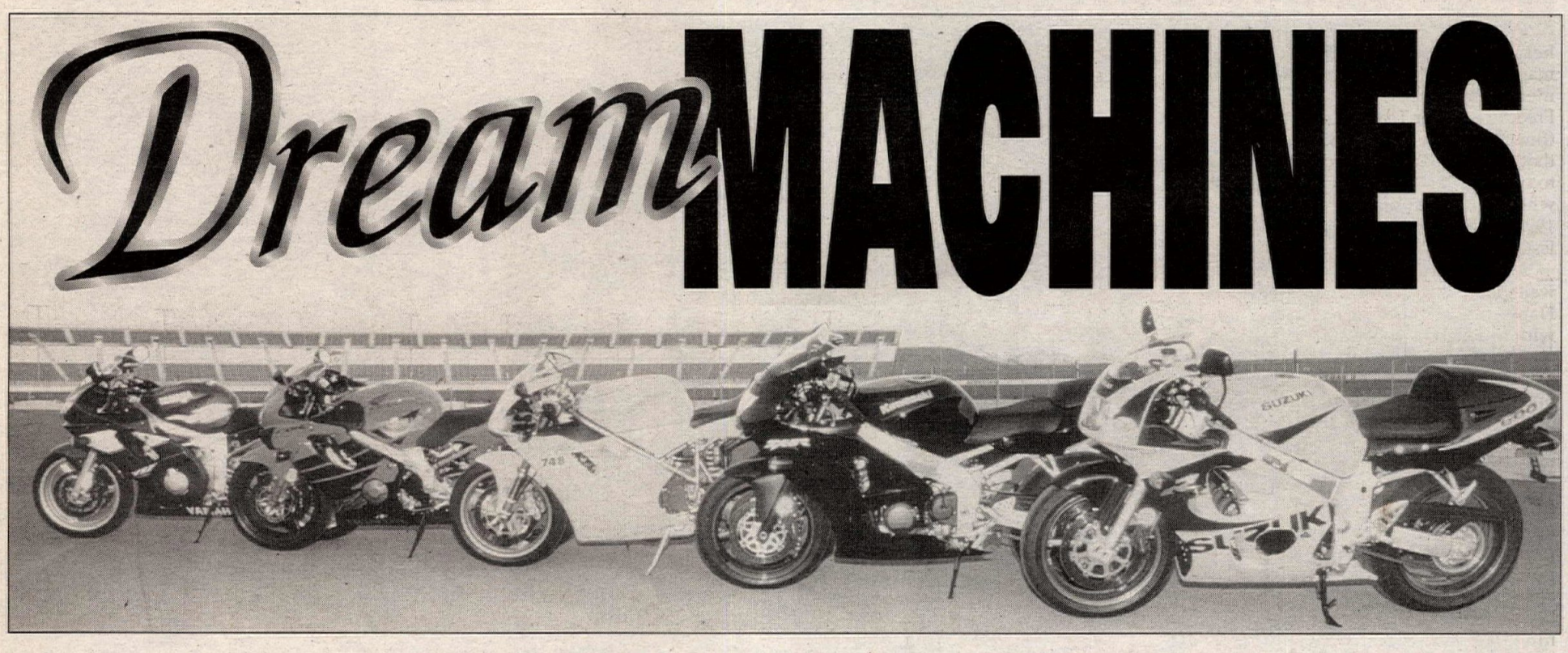
Team FMF Honda's **Tallon Vohland** has been switched from the 125cc Western Regional competition to the East Series following the shoulder injury he sustained the previous week in Anaheim. Vohland has a possible crack in his shoulder, but he should be ready for the Tampa round. He will join Danny Smith and Brock Sellards in the east, which means that, for the time being, FMF will field no 125cc West competitors.

According to Kawasaki's **Ron Heben**, the entire factory team, including the Pro Circuit camp, was out practicing starts the morning after the Anaheim Supercross. Both 125 and 250cc riders felt that poor starts were the cause behind their mediocre showing in round one. The practicing seemed to help a little bit in San Diego, but most of the Kawasaki riders, with the exception of Ricky Carmichael in his heat race, still were unable to produce what would be considered a "good start."

Casey Johnson was the winner of the **1-900-PRO-RACE Holeshot award** in the 125cc class. For his effort, he received a check for $500. Last week's recipient in the same class was none other than Johnson's teammate **Casey Lytle**. **David Vuillemin** grabbed the 250cc main-event holeshot, and with that came a $1000 check from 1-900-PRO-RACE.

If anyone is wondering about a possible rivalry of Caseys in the YoT camp, wonder no longer. According to Erik Kehoe, the two are fierce competitors, but they are also pretty tight friends. "It's serious, but friendly," claims Kehoe. "We didn't change a thing this week. It'll just be business as usual."

Dream MACHINES



By Mark Hoyer
Photos by Frank Hoppen

Dreams are what make this sport so enticing. Dreams of dragging a knee, hitting your favorite twisty section with a perfect rhythm, harmonizing with your machine and controlling it with fluidity, style and authority. Dreams of more horsepower, better handling and higher speeds. Dreams of racing and being the best.

With its production-based rules, supersport racing makes the dream of being like Miguel, Ben, Eric, Doug, Nicky, Jason, Steve, Mat and the rest of that fast company as accessible as your local dealer. For in supersport racing, they ostensibly race what you can buy, and if you buy one, you can go race.

The importance of racing to a manufacturer's image cannot be overstated, and the demands of racing have made this a set of very fast street bikes. What we have are four 600cc four-cylinder motorcycles - and one 750cc twin - with rear-wheel horsepower figures approaching the magic 100 mark and top speeds in the neighborhood of 150 mph - and none of these bikes wastes its time getting there.

In last year's shootout, the winning ZX-6R came to the table as the all-new machine, boasting impressively smooth, almost-750cc-like engine performance, a lightweight, competent chassis and ergonomics that were the best compromise between street and track. But time marches on, and with two completely new machines entering the class for 1999 - the Yamaha YZF-R6 and Honda CBR600F4 - we had to see how the Green Meanie would stand up to the pressure.

Enter the highly anticipated Yamaha YZF-R6. Wild, PR-fueled claims of 120 horsepower aside, the fact that the R6 came after the amazing R1 made it a bike that raised expectations of what a 600 might be. The R6's spec sheet will make you look twice, too, with its radical, TZ250-like steering geometry, highly tuned engine and light weight.

In the Honda corner, prior to the official release of the CBR600F4 there were rumors of many things - fuel injection and a CBR600RR among them. In the end, Honda chose a more measured approach, and kept the CBR600 in the "F" family. However, when Big Red was finished, about the only thing left of the old F3 was its spirit. An aluminum frame replaced steel, four-piston front brakes replaced the two-piston jobs of old, engine power was increased, dry weight decreased - all the while maintaining the same eminently streetable package that helped build its legend.

Though the GSX-R600 returns for 1999 with only minor tweaks (aimed at producing more power), it's a bike that you can never count out when you're turning a wheel in anger - it is, after all, the bike that carried Steve Crevier to the AMA 600cc Supersport Championship. And though we told you last year that it was the most uncompromising racer-with-lights of the bunch in last year's shootout, in the new 600cc world order, it doesn't seem so far out of line anymore.

A new addition to our middleweight shootout is the Ducati 748. Although the AMA doesn't allow the *desmoquattro* V-twin to compete in its 600cc Supersport class (why not?), it is allowed in the FIM Supersport World Series. There was a good deal of pressure from many sources not to include the bike in the comparison, but as you'll see, it turned out to be entirely appropriate. Besides, if you asked someone for a 748 to ride on a track and he said yes, would you say no? We didn't. A Ducati on a race track? Talk about dreams...

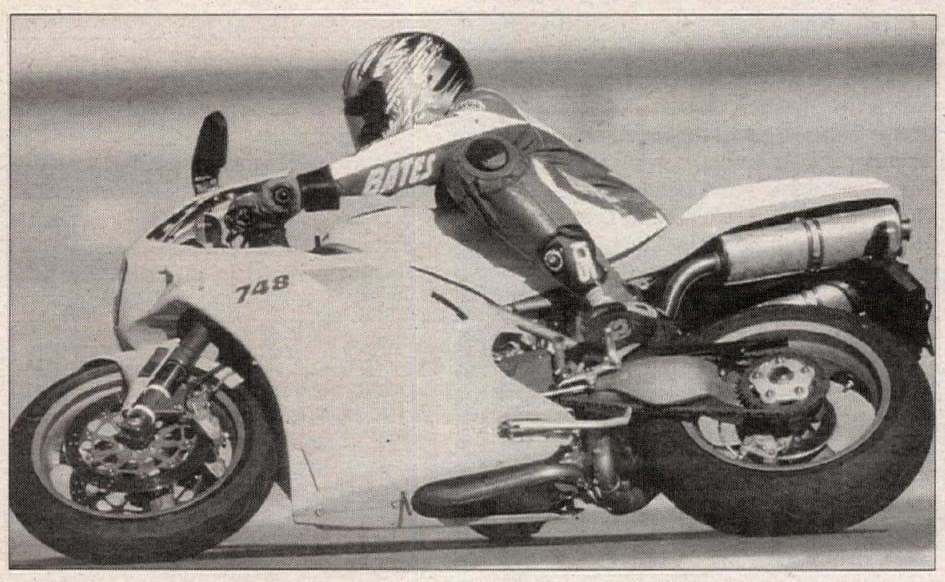
THE TRACK

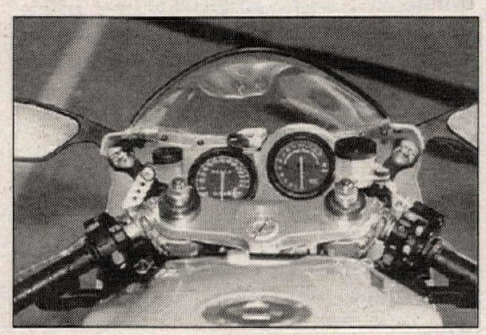
While we're on the subject of dreams, this one ranks up there with just about any dream you can dream. *Cycle News* once again had the Las Vegas Motor Speedway's world-class facility to itself for a whole day of testing. There are many people who helped make it happen, but at the core it was three-time World Champion Freddie Spencer, who runs, of course, Freddie Spencer's High Performance Riding School (702/643-1099) at LVMS. The virtues of taking his school cannot be overstated. Take it, for you will learn to ride better, faster and safer. And it is the most sinful amount of fun you can have wearing leather in Sin City. Really.

While we were in the same place as last year's 600cc Shootout, several things about our day at the track were different this time around. The net result, however, was the same: More than 1000 total miles were racked up among our five bikes, allowing for a truly complete subjective evaluation of how these bikes work around Las Vegas Motor Speedway's 2.48-mile banking-plus-infield layout.

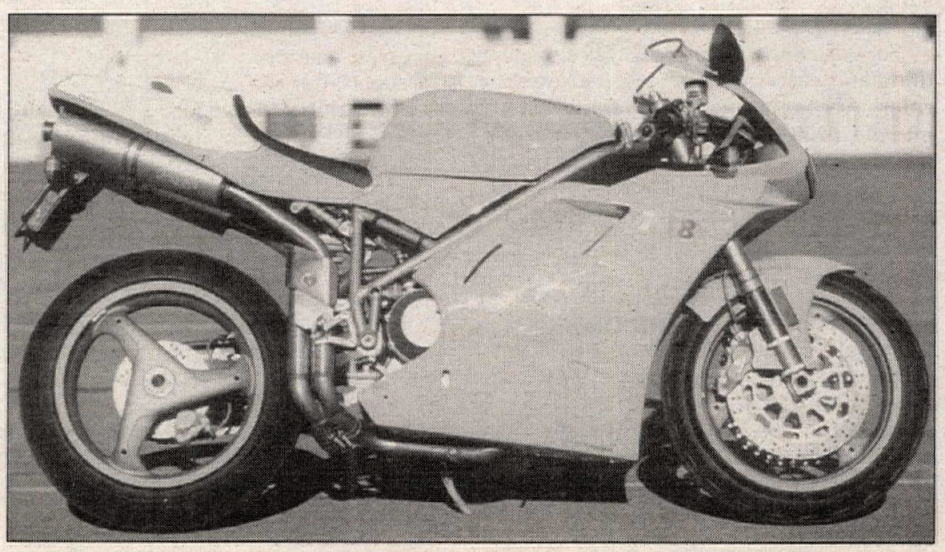
Unfortunately, one element was missing. The company that provided the data-acquisition systems we used last year couldn't provide us with support this time, so it was back to stopwatches - and we even screwed that up (more on that shortly).

Race tires were provided by Dunlop in the form of D207GPs, and Dale Kieffer of Racers Edge Performance, a motorcycle performance shop located in North Las Vegas (702/257-3808), was on hand with changing and balancing equipment, as well as to cut a few laps of his own.





For stable, racerlike feel, head for the Ducati. The gauge package was the only one in the test that didn't have an electronic odometer, and it was the only one with no redline indicated. Single-sided swingarm and steel-trellis frame - not to mention a desmo V-twin - really set the Ducati apart.



We also brought in a few hotshoes to help wring the last ounce of performance from these bikes. Jeff Haney, former Honda factory dirt tracker and Freddie Spencer Team Honda teammate (finishing third in the 1985 Daytona 200 that Spencer won), jumped at the chance to come out and rail, as did Lance Holst, who tested with us once before in our 1998 big-bore shootout ("Size matters," Issue #3 1998).

As for the lap-time snafu, we simply waited too long before sending fast-man Haney out for timed laps and ended up with a bunch of cooked tires. The R6's were worn to the point that it was a safety issue (Haney, also a part-time Spencer School instructor, smoked 'em chasing Freddie around the track), and it got a new set, as did the F4, the bike with the second-most-worn tires. Unfortunately, we only had two extra sets of tires on hand, so the other bikes stayed on the old ones. Of course, new tires do present rather an unfair advantage. A post-test call to Dunlop's race-tire manager, Jim Allen, revealed that we probably were looking at a difference of as much as one second between a bike with new tires and those mounted on the other bikes, pretty much an eternity for the purposes of testing. That fairly well flushed the empirical data on the day, which left me, the test organizer, with a nice warm and fuzzy feeling all over. Live and learn. We promise not to do this to you again. These are the times; take them with a big grain of salt, keeping in mind that the two fastest bikes had fresh tires, the other three, tires with at least 50 laps: Yamaha 1:49.95; Honda 1:50.24; Kawasaki 1:51.21; Suzuki 1:51.82; Ducati 1:52.49.

Okay, down to business.

The GSX-R has traditionally stood clearly above the rest in the hard-edged confines of race-track use. Its advantage has been diminished, though it hasn't necessarily been overtaken. Its chassis brings with it into 1999 the same steering precision, brilliant front-end feel and killer brakes as ever. Out of the box the Suzuki's chassis was dialed in and, with the exception of adding a small amount of rebound damping to the fork, the Suzuki was otherwise bone stock. It is a very refined chassis that feels completely sorted.

In fact, by the end of the day it was the only bike other than the Ducati that hadn't had a single complaint about a wag from the bars anywhere on the track. From the slice and dice of the infield section, to the fast sweepers leading onto the banking, to the harsh transition onto the front straight, it was beautifully stable yet super-nimble and precise.

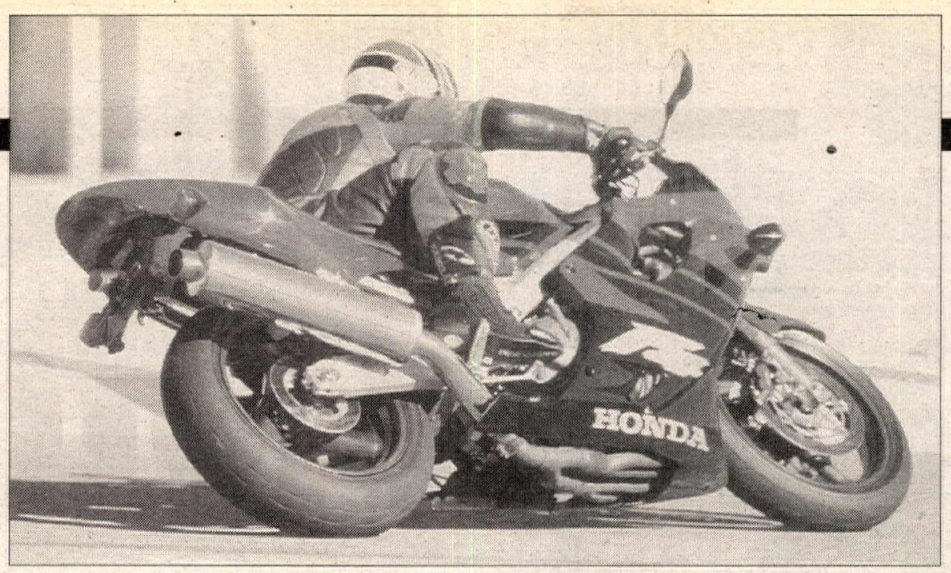
The brakes are still at the head of the class, with really positive feedback and initial bite that inflates your confidence to near-Schwantz levels. Haney said simply: "It has the best brakes."

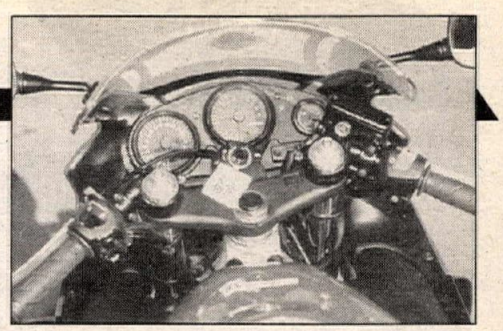
Absolute magic.

So, what's the downside? It is a small thing and easy to fix, yet affected every rider's whole lap: jetting. Getting back into the throttle to settle the bike in a corner, the GSX-R was so lean it would hesitate, leaving the front end loaded for that extra, confidence-sapping moment that made you think twice about driving it in so deeply on the next corner. It could be as easy to fix as turning the low-speed air screws, and would certainly be rectified with slightly larger pilot jets.

Both fast guys had similar comments about the Suzuki: "The rest of the bike is so good that it's getting cheated by the carb problem," Haney said.

"Aside from the carb glitch," Holst said, "it's the most confidence-inspiring bike to ride hard - very pitchable. I can't run as much midcorner speed as I would expect, considering the otherwise excellent chassis, because the (hesitation) upsets the suspension."





The new Honda was impressive on the track, delivering seamless power and quick, precise steering. The new CBR's bars are connected to a much stiffer front end than the old CBR's, and feedback is much better. Though a completely new motorcycle, the F4's silhouette is similar to the F3's.

Beyond that, engine power was quite good, with the midrange in particular much better than the '97 original and equal to the other bikes on the dyno, though it feels the least refined of the four in-line engines in this group, as it gets thrashy-sounding at high rpm.

So which bike closed the chassis gap? Two did, and it's just the two you think: R6 and F4.

The R6's 24-degree rake, 81mm trail and 54.4-inch wheelbase bring with them certain expectations with regard to handling. One definitely expects quick turn-in and very light steering. This is true of the blue bike, and was borne out in track testing. But one also expects that it might make the bike prone to headshake and high-speed stability problems. It was no on both counts - at least once the suspension was dialed in.

In fact, despite having less front-end feel than the GSX-R, the Yamaha's midcorner stability - "planted," said Holst - was a boon to confidence and corner speed, the bike feeling low and small and ready to answer your every input without protest.

"Feels supersmall, short, tight - more 250-like than any four-stroke I've ridden, including Japanese-market 400s," Holst said.

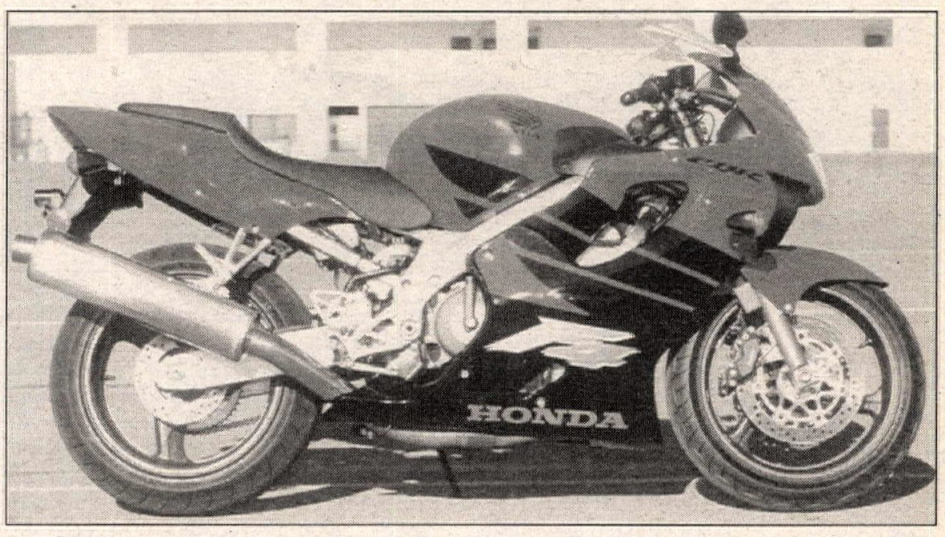
A lot was made of how much power the R6 was going to produce, but reality prevailed once we were on the dyno. Its 94-hp peak - highest in the test, barely ahead of the Kawi - comes at around 12,200 rpm, which is essentially the same rpm that the other four-cylinder bikes spin at their peak output. In stock trim, the extra revs - all the way to 15,500 rpm - don't mean more power. What it does mean is a huge amount of overrev because the power doesn't fall off much. And when you consider the fact that the engine makes usable power starting at 8000, you end up with 7500 rpm at your disposal. So while you might expect to have to shift the high-revving Yamaha most, it turns out that there are many times that you'll have to shift all the other bikes - including the Ducati - when you can hold the throttle on and skip the shift with the R6. The overrev was particularly useful in the sweeper after the chicane, in which you must upshift - the R6 lets you wait until later in the corner, when the bike is more upright. It feels much less precarious.

Throttle response was good with the Yamaha, but less immediate than both the Honda and the Kawasaki. The Honda's power delivery is amazing and jetting is perfect everywhere.

"Right from the crack of the throttle all the way up, the Honda was just strong," Haney said. "Reminded you of a bigger-bore bike. The Yamaha had very good power but didn't have that same hit."

Holst had similar sentiments about the Yamaha.

"Power is surprisingly good at 8000 and then builds steadily to 14,000 or so, but it doesn't rev as quickly on the top end as you would expect," he said.



Last time we were in Vegas, we said riding the F3 on the track was like having a lively conversation with an old friend. Riding the F4 is like having a livelier conversation with a new friend, one who reminds you of your old friend. Having an essentially identical riding position is the biggest thing that takes you back to the old days, but all you have to do is drive it into a corner hard and you'll know the difference: This bike is alive with information.

More information at the front, more information at the rear, decent bottom-end response from the all-new short-stroke powerplant and significantly better pull on top - strong all the way until the rev limit.

"Power delivery from the Honda was like no other bike there," Haney said.

The F4's rake and trail are now identical to the GSX-R's (24°/96mm) and the wheelbase is only two-tenths of an inch longer. Thus, turn-in response is similarly quick. The primary difference seems

UNFORTUNATELY, NOT ALL OF US WERE ABLE TO ATTEND OUR DAY AT the track for this shootout; I was one of those unfortunate ones. Being the resident commuter on the staff, however, I was asked to log some serious saddle time - meaning freeway, city, and light-duty back-roads riding - on each bike, and I gladly accepted my assignment.

Averaging nearly 650 miles a week on my daily commute, comfort and livability are at the top of my list; that's why the CB600F4 and I get along just fine. This bike is just as happy droning along on the open highways as it is on the track or on back canyon roads, and it can be ridden for many miles at a time without complaint. Only slight vibrations felt through the handlebars and footpegs force me to put a small check in the "nay" column.

Had it not been for a terribly uncomfortable seat, I simply could not have decided between the CBR600F4 and the ZX-6R. I love the Kawasaki's silky-smooth and vibration-free motor, which also produces decent bottom-end power (for a 600) - something I require for acceptable street riding. Need a little burst of power to get out of a car's way? No problem with the ZX: Just blip the throttle and go. Power is always right there. *But that seat.* After 30 minutes, you're hurting.

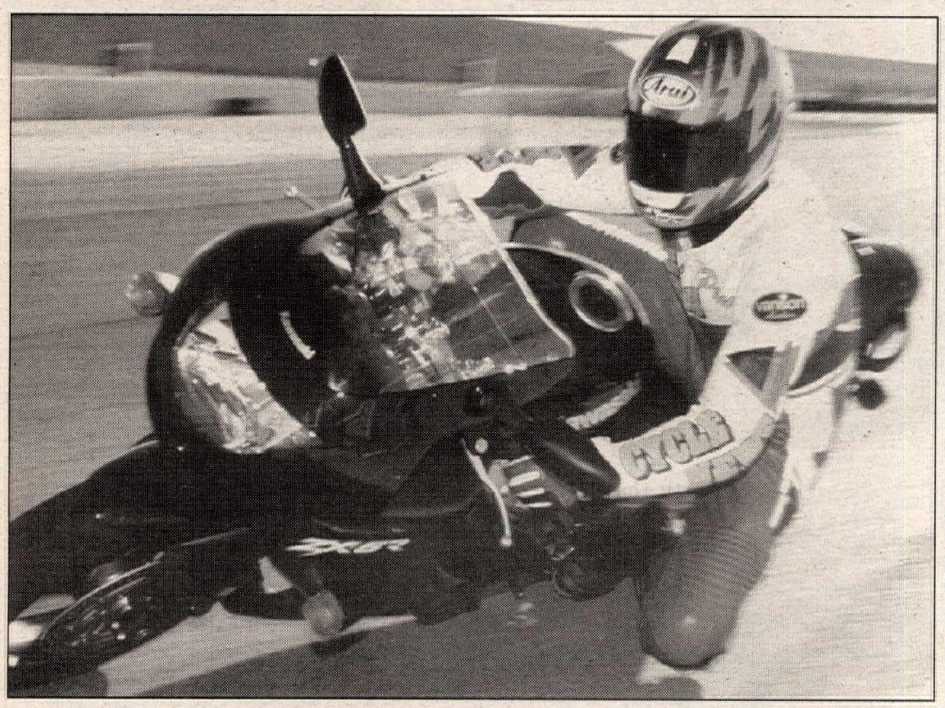
I actually enjoyed the GSX-R more than I thought I would. Yes, the footpegs are noticeably higher than on the other four bikes, but a good seat, an exciting motor and an incredible chassis - not to mention good looks - make me forget how uncomfortable my knees are.

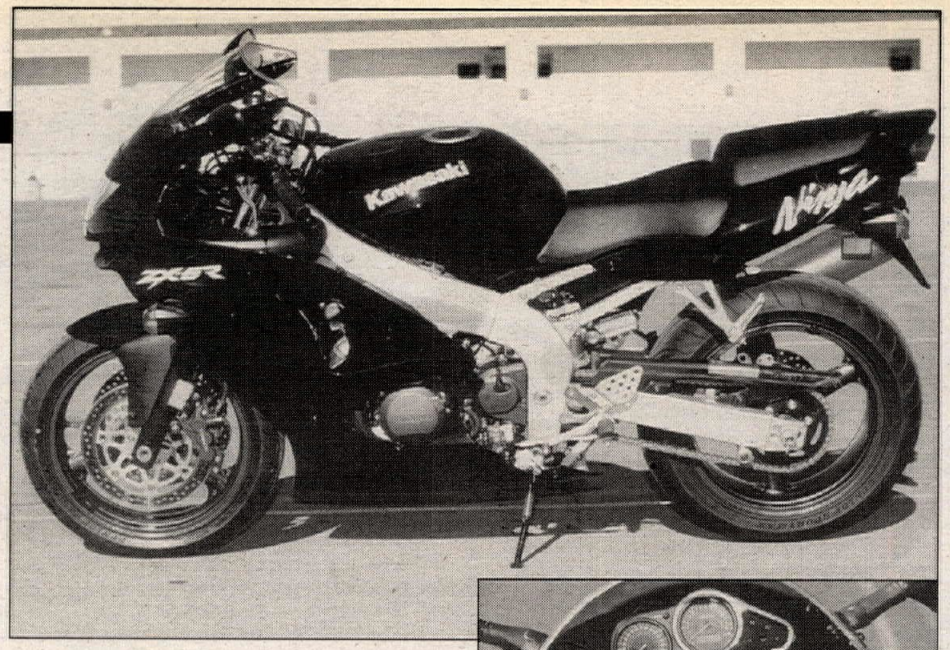
As fast is it might be on top, the YZF R-6 did not excite me all that much when it came to acceleration (under 6000 rpm), nor did my wrists particularly care for steeply angled-back handlebars, which also caused my arms to bump into the fuel tank while maneuvering the bike in parking lots. I did, however, love the Yamaha's narrow and lightweight feeling, effortless turning capabilities and upper-end power - that is, when I got a chance to open 'er up.

If I owned the exotic-looking 748, I would break it out only on the weekends - it's by no means an every-day bike, mainly because of its aggressive seating position. Having to deal with the spring-loaded kickstand, the heavy clutch pull, the horrible mirrors, the funky ignition-switch location (a real pain if you use a tank bag), and the rock-hard seat don't help much, either. (However, I'd much rather have a hard, wide seat than a narrow, soft(er) seat such as the Kawasaki's.)

But the Ducati's beautiful motor works well with real-life riding. Good torque makes moving in and out of - and merging with - traffic easy. You don't have to rev it to the moon to get where you want to go. Okay, so the 748 doesn't have the same top-end strength as the other four, but who cares when they are a million cars and a dozen stoplights between your home and work? Torque and acceleration is what I care about, and the 748 has both.

KIT PALMER



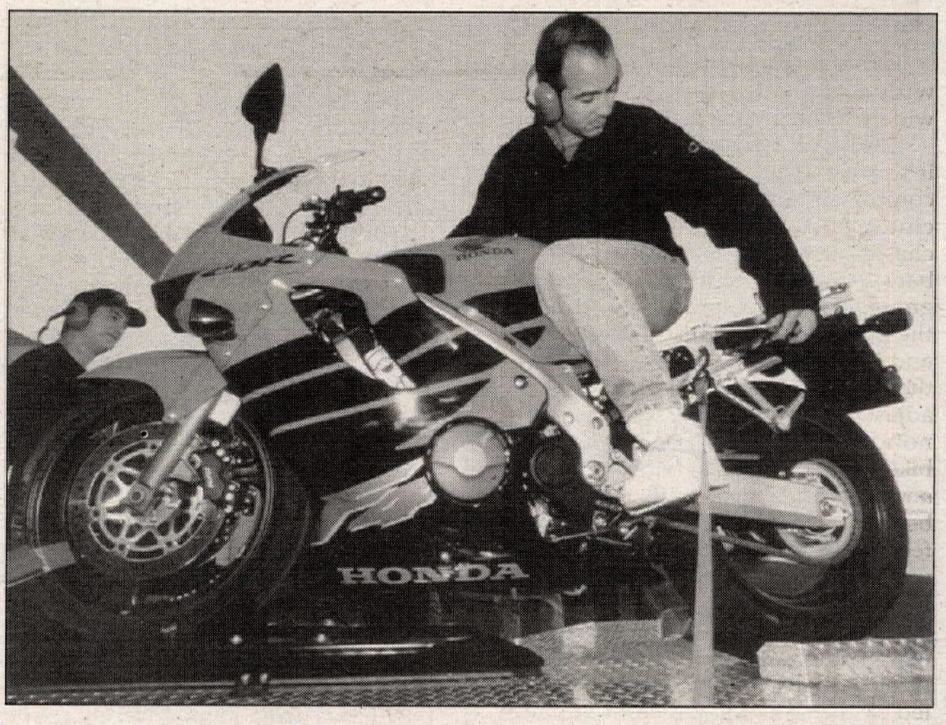


The ZX-6R's engine performance is exhilarating, never feeling as though you are out of the power. The tractable motor, a comfortable riding position and large fairing make it pleasing on a day-to-day basis.

to be in how stiffly sprung the bikes are, the Honda being the softer of the two, leading to more movement when you begin to explore the limits. Overall, however, the Honda was easier to ride fast than the GSX-R, based simply on how much better the engine response was and how much alike the chassis capability was. A novice tester felt that the Honda was the bike he had his best laps on, while Haney was having a hard time choosing between the Yamaha and Honda as the best bike on the track. Most testers rated the brakes a little behind both the Suzuki and the Yamaha, with Haney having this to say: "The Honda brakes were two-stage. Initial bite was less than with others but once they were on, they were *on*."

The Kawasaki presented the opposite difficulty from the one we had with the Suzuki. The ZX-6R's supersmooth powerplant seems to deny its displacement. There was a minute amount of off/on throttle hesitation at small openings (similar to how the Yamaha behaved) but it was otherwise brilliant. Beautifully linear in its output yet offering an extremely powerful pull, it begged to be revved, and we obliged. Unfortunately, the ZX-6R's chassis wasn't quite as willing as its engine. We complained about front-end feel last year and it's still a problem. We're talking a very small degree as compared to the other bikes, but it is distant enough in its feel to make you wonder a little what exactly is happening with the contact patch. Every rider also complained about the excess movement at the rear, from the slowest guys to the fastest. It didn't seem to slow anyone down too much, but trying to work a pass on someone of similar skill level while you were on the Kawasaki wasn't very easy, particularly if you tried to do so on the brakes. As the only bike with six-piston calipers, one really expects more from the front binders on the ZX, but they felt dull and not nearly as strong as the Suzuki's.

It was, however, "instantly fun to ride," said Haney.



AFTER TAKING MY INITIAL RIDE ON THE YAMAHA YZF-R6 AT THE Phillip Island Grand Prix track in Australia at the end of last year, I was convinced that building a better 600 than this one would be impossible. It simply couldn't be done. I'd just ridden the perfect motorcycle.

Then we did our Shootout at Las Vegas Motor Speedway and I quickly found out that the problem with nice motorcycles like these are that they're too nice. Either that, or I need to check myself into some sort of a rehab program for those who are too easily pleased. When it comes to riding motorcycles of this quality, I tend to like 'em all.

In Vegas, I rode the Ducati 748 first. I loved it. In fact, I thought it was the best sportbike I'd ever ridden.

Then I jumped on the Yamaha and my relationship with it was instantly rekindled. It was love at second sight.

Then I rode the GSX-R600. Man, these brakes are great. This thing is the bomb. Get rid of the jetting problem, and this is the greatest sportbike I've ever ridden - at least since those last laps on the Yamaha and Ducati.

Next up was the new Honda. Wow! This thing is shagadelic, baby. I've never ridden a bike with smoother carburetion, power in all the right places, the perfect riding position. Pinch me if I'm wrong, but I'm fairly certain this is the best sportbike I've ever ridden.

Then I threw my leg over the Kawasaki. Suddenly my fuzzy memory bank was jarred. Ah, this is it: awesome power, blazingly fast. Needs better brakes, but easily one of the greatest sportbikes ever built by mankind.

So after spending a day on the race track with five of the most complete motorcycles built, you can see that I'm a complete and utter mess - yet I'm supposed to decide which one I like best.

I can't.

Well, a day on the roads of Southern California should fix all that, I figured. One of these babies will instantly distinguish itself from the rest.

It didn't.

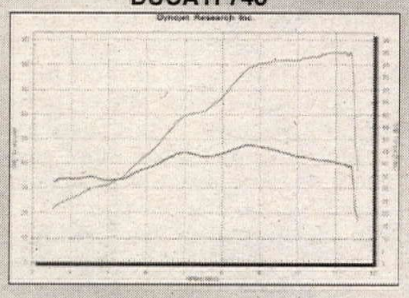
Although it feels like a huge cop-out and I'm probably going to be crucified by my motojournalist peers who will tear all five of these bikes to shreds in the next few months, I honestly couldn't tell you which one of these bikes you should run out and purchase.

Put the fancy brochures in a hat and pull one out. Then go buy it. You'll love it.

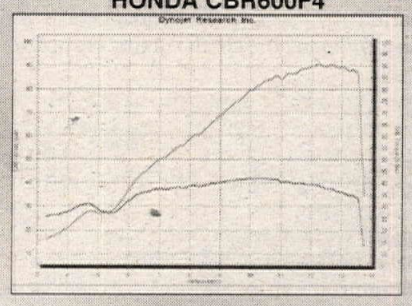
I did.

PAUL CARRUTHERS

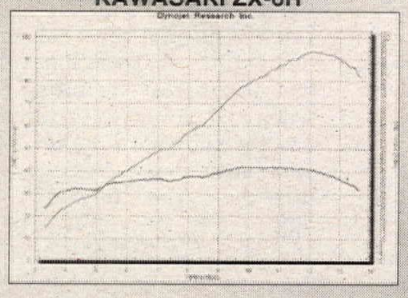
DUCATI 748



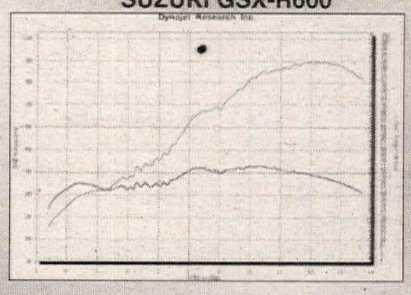
HONDA CBR600F4



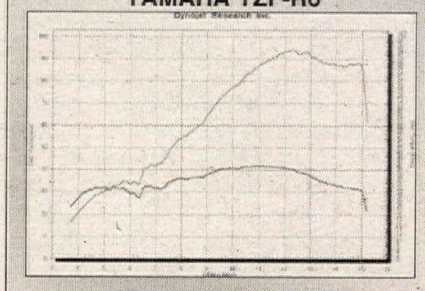
KAWASAKI ZX-6R



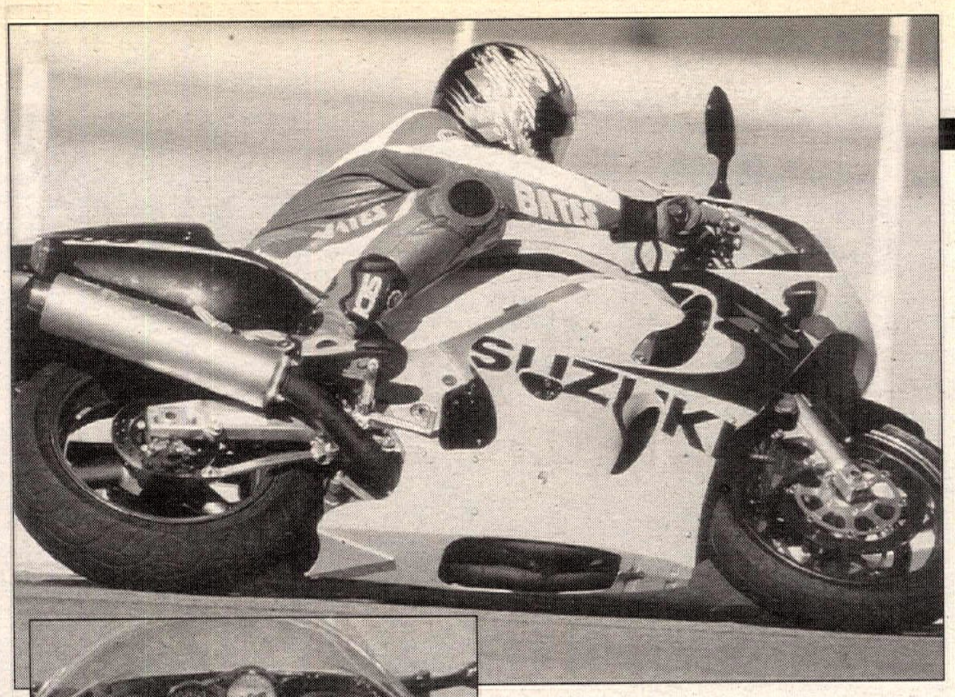
SUZUKI GSX-R600

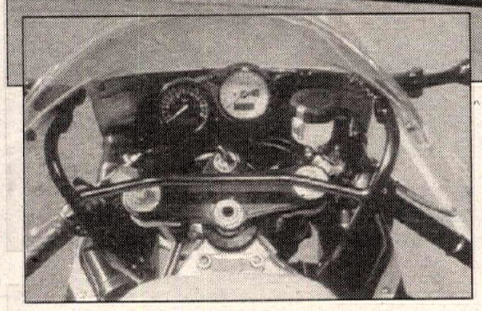


YAMAHA YZF-R6

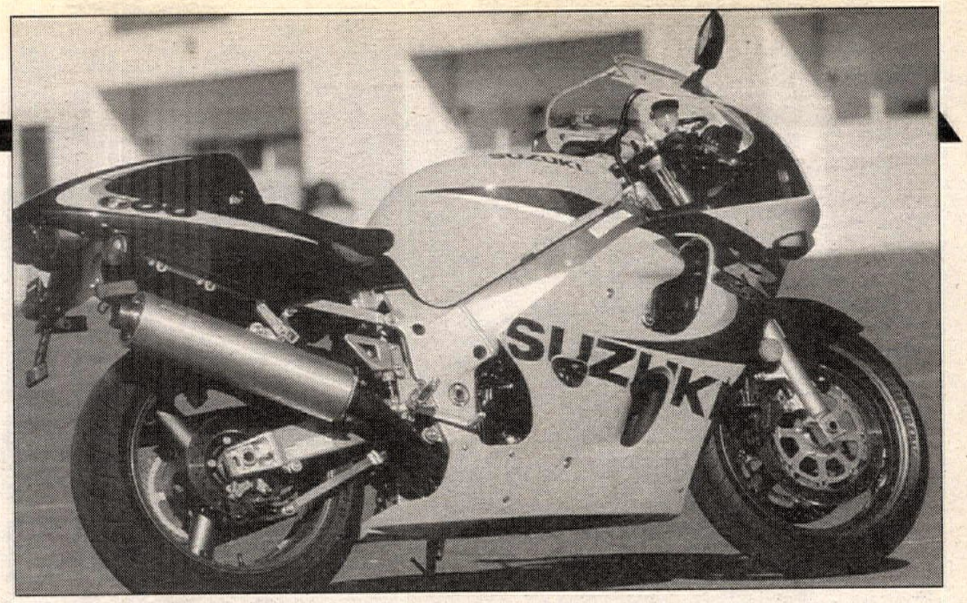


Dynojet Research (800/992-4993) provided a portable Model 200 dyno setup at Las Vegas Motor Speedway, and sent technical specialist Michael Belcher (pictured above) out to run the bikes for us. Yamaha barely won the peak-power stakes with its 93.9 hp to the Kawasaki's 93.3. The Honda clocked up 90 even, with the Suzuki next on 89.5, though the GSX-R did have the highest torque figure of the four-cylinder bikes. The Ducati exhibited the torque that its extra displacement provides, as well as cranking out 85.3 hp.





It is difficult to fault the Suzuki's chassis. Intake changes - longer velocity stacks, for instance - were aimed at increasing top-end power. The GSX-R's now-familiar cockpit has the tach mounted front and center.



It had the biggest feel of all the bikes, with a spacious riding position and widely set bars and a big fairing.

Throw your leg over the Ducati and it was clear you were in for something completely different. From the heavy clutch pull to the heavier feel of the chassis to the racer-thin seat and low bars, it is the serious oddball of the group. Out on the track, you first notice the power delivery, then the stability and higher-effort steering (we were at the more kicked-out rake settings for the adjustable steering head). But you also notice how far over you can lean the bike, how easy it is to tighten your line and what child's play railing the infield becomes on such a sweet-handling, feedback-rich machine. The Duc never wagged its bars, no matter what we did. It is the only bike in the test with a steering damper.

But the magic pretty much ended right at the double left-hand turn that led to the banking and front straightaway. Though the higher-revving nature of the in-line-four power delivery made every rider more cautious feeding the power in on corner exits than with the tractorlike power of the 748 (the Ducati would see 40 ft.-lbs. of torque at 6300 rpm while the others would have to wait until 9000 rpm for a similar number), any early-jump advantage was negated as speeds rose and all the fours would just walk away.

The 748's unbelievable chassis made it possible to chip back into the deficit in the infield, but it was frustrating to see those gains lost on the straights.

"It was immediately on rails because it was set up stiffer," said Haney.

And one tester, who chose to remain nameless in this case, said about the Ducati's brakes: "I thought they were good. When you're going that slow everything feels good."

That is a bit harsh, but it illustrates the frustration he felt after being passed and feeling like "the other guy was on a 500 and I was on a 250."

The most interesting thing about the Ducati was the fact that although it had the most torque - leading you to expect to have to shift it the least - since it didn't rev nearly as high as the other bikes, you ended up with a narrower range of revs to work with and shifting it more often. And pity the fool who slams into the full-shutdown rev limiter at 11,500 rpm. Not a pretty sight on the fast left-hander after the chicane.

If you plan on going road racing with one of these bikes in 1999, available contingency may sway you one way or another. Here are the numbers: Kawasaki steps up with a total of $524,500 for the many series in the States for 1999. Suzuki has yet to finalize its program, though a spokesman said there should be close $300,000 up for grabs. Honda has sponsored the Pro Honda Oils 600 Supersport series for nine years running, with $41,000 going into the series this year, and a total of $370,000 over the life of the series. Also, at the end of the season, the top 10 receive money from a $15,000 pool, provided they ran the Pro Honda

WHEN THE BOSS MAN CAME BACK FROM THE YZF-R6 LAUNCH IN Australia mouthing off about how good the thing turned out to be on the street, how it had decent midrange, compliant suspension and a fairly comfortable riding position, I immediately asked myself: "Just how many drinks did Yamaha buy this guy?" Turns out they bought him a lot of drinks, but it didn't cloud his judgment one bit - he was absolutely right.

After we dialed in the suspension from the fairly loose stock settings, this thing railed Vegas. Drop anchor from the top of fifth gear and it *stops* - no muss, no fuss. It's compact, light, narrow, fast, stable, looks good, sounds good. It is good.

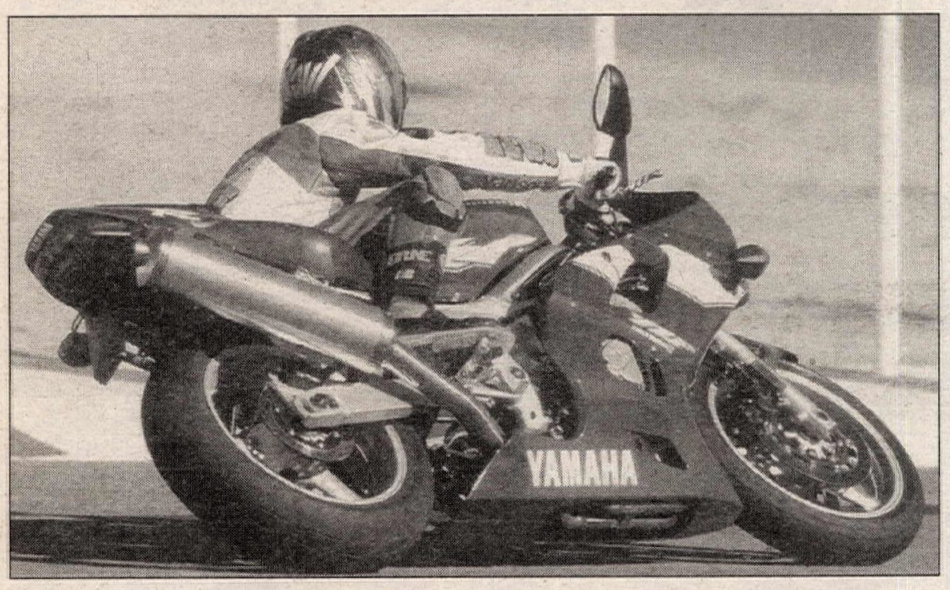
The F4? Pretty much the same as the R6: excellent on the street, excellent on the track, and it fit me and my 6-foot-2 frame better than the Yamaha, as well as providing better wind protection.

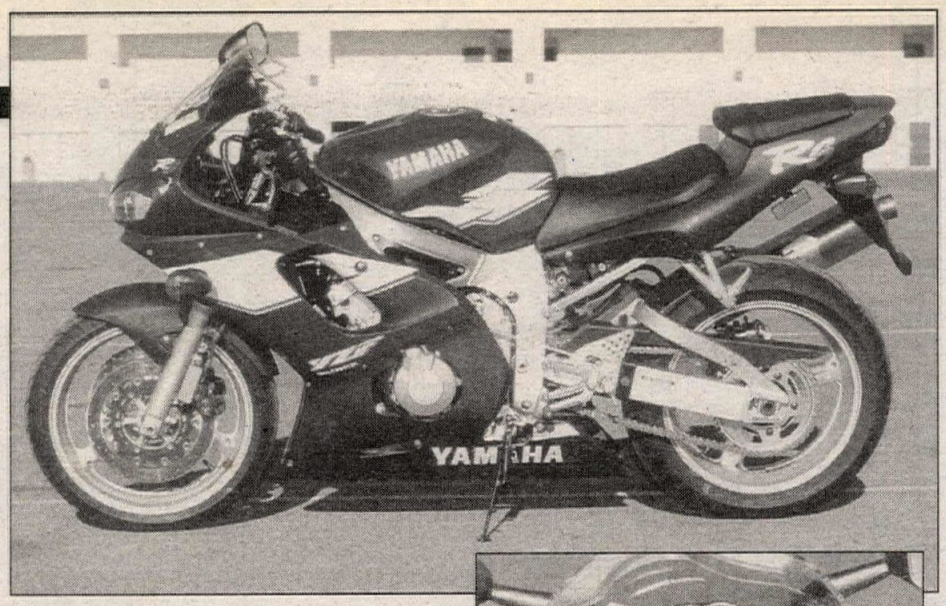
And although it is hard not to be seduced by the sound and the fury from the Kawasaki powerplant, it had my least favorite chassis: too much movement on the track, a little harsh on the street. The Suzuki was the inverse - unappealing engine response coupled with a brilliant chassis.

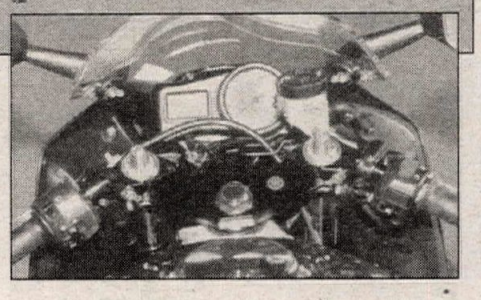
While I was riding a Ducati in Italy this year, a construction worker who was controlling traffic for a section of one-lane road started yakking at me in Italian. I talked in English - a little louder so he'd have a better chance of understanding me - saying that I didn't speak Italian. After that, he just said (kissing his fingers, of course), *"Bellissima! Magica!"* with this wistful tone that made me think he might start crying. That's what the 748 does to you. In the garage, you look at it. Then you move and look at it from somewhere else. And it is equally beautiful. It is beautiful, it is magic. To ride it is magic. To hear it is magic. Forget the screeching clutch, and the racer-thin seat, and the $13,500 asking price, and ask yourself how you are going to raise the money - because you are going to want to raise the money. I'm not going racing, I'm just going riding, and that's the bike I want to do it on.

MARK HOYER

	Ducati 748	Honda CBR600F4	Kawasaki ZX-6R	Suzuki GSX-R600	Yamaha YZF-R6
Engine	90-degree V-twin	Liquid-cooled in-line four	Liquid-cooled in-line four	Liquid-cooled in-line four	Liquid-cooled in-line four
Valve gear	DOHC, 4 desmodromically operated valves per cyl.	DOHC, 4 valves per cyl.	DOHC, 4 valves per cyl.	DOHC, 4 valves per cyl.	DOHC, 4 valves per cyl.
Bore x stroke	88 x 61.5mm	67 x 42.5mm	66 x 43.8mm	65.5 x 44.5mm	65.5 x 44.5mm
Displacement	748cc	599cc	599cc	599cc	599cc
Compression ratio	11.5:1	12.0:1	11.8:1	12.0:1	12.4:1
Carburetion	Marelli electronic indirect fuel injection	(4) 36.5mm slanted flat-slide CV	(4) Mikuni BDSR36	(4) Mikuni BDSR36	(4) Keihin CVRD37 with TPS
Ignition	Electronic	Electronic w/ 3-D map	Electronic TCBI	Electronic CDI	Electronic
Horsepower	85.3 hp @ 11,250 rpm	90.0 hp @ 12,750 rpm	93.3 hp @ 12,000 rpm	89.5 hp @ 12,250 rpm	93.9 hp @ 12,250 rpm
Torque	47.4 ft.-lbs. @ 8750 rpm	41.8 ft.-lbs. @ 10,000 rpm	41.7 ft.-lbs. @ 9750 rpm	42.8 ft.-lbs. @ 10,000 rpm	41.5 ft.-lbs. @ 11,000 rpm
Transmission	6-speed	6-speed	6-speed	6-speed	6-speed
Frame	Steel trellis	Twin-spar aluminum	Twin-spar aluminum	Twin-spar aluminum	Twin-spar aluminum
Wheelbase	55.6 in.	54.7 in.	55.1 in.	54.5 in.	54.4 in.
Rake/trail	23.5-24.5°/91-97mm	24°/96mm	23.5°/91mm	24°/96mm	24°/81mm
Seat height	31.1 in.	31.9 in.	32.1 in.	32.7 in.	32.3 in.
Suspension					
Front	43mm fully adjustable fork; 5 in. travel	43mm HMAS fully adjustable fork; 4.7 in. travel	46mm fully adjustable fork; 4.7 in. travel	45mm fully adjustable fork; 4.7 in. travel	43mm fully adjustable fork; 5.1 in. travel
Rear	Fully adjustable shock w/ single sided swingarm and ride-height adjustment; 5.1 in. travel	Fully adjustable shock; 4.7 in. travel	Fully adjustable shock; 5.3 in. travel	Fully adjustable shock; 5.2 in. travel	Fully adjustable shock; 4.7 in. travel
Tires					
Front	120/70ZR17	120/70ZR17	120/60ZR17	120/70ZR17	120/60ZR17
Rear	180/55ZR17	180/55ZR17	170/60ZR17	180/55ZR17	180/55ZR17
Brakes					
Front	Dual 320mm discs w/ four-piston calipers	Dual 296mm discs w/ four-piston calipers	Dual 300mm discs w/ six-piston calipers	Dual 320mm discs w/ four-piston calipers	Dual 295mm discs w/ four-piston calipers
Rear	Single 220mm disc w/ two-piston caliper	Single 220mm disc w/ two-piston caliper	Single 220mm disc w/ single-piston caliper	Single 220mm disc w/ two-piston caliper	Single 220mm disc w/ two-piston caliper
Dry weight	432 lbs.	372 lbs.	388 lbs.	383 lbs.	370 lbs.
Fuel capacity	4.5 gal.	4.5 gal.	4.8 gal.	4.8 gal.	4.5 gal.
Price	$13,495	$7899	$7999	$7799	$7999







After some suspension tweaking, the R6 was awesome on the Speedway, delivering the quickest steering and a planted feel that encouraged you to explore the limit. It was a surprise on the street, too, with good midrange and comfortable riding position.

Oils sticker all season. If you're racing a 748, you're pretty much on your own: no dollars available. Yamaha was unable to provide us with a figure by press time.

THE STREET

One leaves the race track with a very distinct set of impressions about each bike, but your concerns when trying to maximize your speed in the relative safety of the race track are completely different than those you encounter in the real world.

The way a clutch engages or how comfortable a seat is hardly enters your mind until you start using these things for what they were actually made: transportation.

Those of us who had yet to ride the R6 on the street had some pretty low expectations for the blue bike. We were pleasantly surprised. There is ample power available at 6000 rpm; clutch action is light and precise, if a little abrupt at the end of its engagement. But overall we are looking at a motorcycle that acquits itself quite well in normal life. Primary complaints were about the diminutive fairing providing little wind protection, and so-so mirrors. Otherwise, the riding position is quite comfortable, as is the broad seat.

The engine is very smooth, making the power available in the upper reaches of the rev range neither unpleasant nor infrequently used, though you will encounter some high-frequency vibes above 8000 rpm.

Ridden like a regular bike, it masks its racer base very well. It likes an aggressive hand when ridden in the twisties, and reveals itself to be quite neutral-steering and stable when ridden hard. Back off a bit and it takes a little bit of pressure on the bars to maintain your cornering line, but not an excessive amount. "Front-end feel isn't stellar, but the steering is lightning-quick and the R6 is by far the easiest to flick through quick transitions," Holst said. Set up for the lumps and bumps of the road, the R6 turned out to be quite compliant overall, though firm mid-to-high-speed damping at the rear made the bike hop over small, sharp bumps.

Testers were surprised at how much they liked the digital speedo (same as the R1's), though the white-faced tach drew mild complaints about readability. Like the R1, the R6 has the nice fuel-trip-meter feature that automatically sets itself to zero when you hit reserve - still cool a year later.

The CBR600F4 is what you would expect on the street: excellent. It certainly has a harder edge than the F3, and the upper-midrange-style power delivery keeps you busier with the shift lever than before if you're trying to shred (7000-plus is best). Overall, the Honda has a very high level of refinement, and jetting on the street was just like it had been on the track. The clutch is excellent, as is the transmission, and it has the best mirrors in the group. Though sprung more softly, the rear shock behaved like the Yamaha's over sharp bumps, and our fat guys (okay, it was me) needed to jack the preload up a click to be happiest with the rear suspension. Steering is the most feedback-rich and neutral of the bunch - riding aggressively or not - and though it had a slight tendency to stand up when trail-braking, it was no more prone to do so than the other bikes tested.

The high bars were nice for the long haul, and the fit and finish of the F4 exudes typical Honda excellence in this regard.

Universal praise was heaped on the Kawasaki and how it delivered its power. The rich and throaty sound the engine makes is unrivaled for an in-line four and as satisfying as the thunder of the Ducati's twin. Delivery is seamless and the ZX-6R never feels like it's out of the power. The chassis feels a little vague when ridden aggressively and it tends to stand up the most under the load of trail-braking. Aside from the oddly shaped seat (narrow at the front), it was the most comfortable, with the best and biggest fairing.

The GSX-R turned out to be surprisingly plush-feeling in its new, more aggressive company, and was more forgiving in this regard than the Ducati, for instance. High-speed compression damping was perfect in our street riding, and after one rode the Kawasaki the seat on the Suzuki was praised. The footpegs are still high for those long of leg, the GSX-R still the most extreme 600 in the ergonomic regard.

We *will* try a jet kit in this bike, because the lean spot off the bottom made it the bike that took the longest to warm up and hardest to launch smoothly. Proper fuel delivery would go a long way with the Suzuki. The excellent chassis made railing back roads as satisfying as anything on the road, and it is hard to beat the confidence the front end imparts. And the brakes? Best on the track, best on the road. The Honda's four-pot calipers are close to the Suzuki's, but the GSX-R's offer better outright power.

This leaves but one: 748. Talk about surprises. In this company especially, the Ducati's low-end torque feels phenomenal and makes it really fun to ride on the street. The clutch is terrible, juddering and screeching under heavy loads, with a pull that makes you expect to see "Nautilus" etched into its backside, but such engine power makes it okay to live with. One would hope for better at this price level, though. Once under way, however, the magic is there, with its awesome chassis and steering character and the desmo symphony bellowing its staccato thunder. Overall, the damping on the Duc is the tightest and its riding position the most extreme, with the thin, racerlike seat and low bars. But - or should I say "however" - it's the kind of bike that makes your butt want to fight back. Even our long-distance commuter came back happy with the 748. The elegance of its styling is unparalleled, and draws comment from non-motorcycle people the most.

THE VERDICT

We'll start by dishing out the "no bad bikes" platitudes. Pick your racing hero or your favorite color, bust out your wallet and buy the one that appeals to you - you'll likely be very happy.

But we test these things to find the edge, the bike that does the most things best right out of the crate. For that, the R6 is our dream. It was top of the heap on the track, seeming never to put a wheel wrong - unless, of course, you told it to - and yet masked its racer-like extremity well enough on the street that you didn't feel like you were giving anything up for it. A racer-with-lights you can live with? Must be a dream. CN

EVERY BIKE IN THIS TEST SURPRISED ME IN SOME WAY, BUT IN THE END my choice came down to the predictable pair.

Despite all the boastful horsepower claims for the R6 and F4, I still pick the Kawasaki's engine. At the track and on the street, the ZX-6R has the best power delivery, plus it snarls and growls all the way, sounding far better than any of the fours and even rivaling the thundering Ducati in terms of aural pleasure. Too bad the Kawi's chassis feels numb and the brakes uninspiring, despite the six-piston calipers. Can't wait to see what Aaron Yates does in AMA competition with this much horsepower, though, chassis or brakes be damned.

The Suzuki's handling and brakes are still as good as it gets, though the R6 is about equal and the F4 is right there. Recent engine changes have given the GSX-R600 a broader powerband and make it a much-improved streetbike but the bike cries out for a jet kit. The stock jetting is embarrassing. On the street, the Suzuki surprised testers with how comfortable it was, but on the track, mighty Mat Mladin is going to have to carry an awful lot of cornering speed to keep up with the competition. He's used to it.

From what we saw in this test, the AMA should reconsider letting the 748 into the 600cc Supersport class. Can you imagine Gobert racing one of these?

It didn't hold any significant advantage over the 600s and typically ranked last in any performance category. But the Duck isn't just about numbers, it's about beautiful shapes and stirring sounds. The 748 is all that and more. Five years down the road, it will still stand out as a stunning bike and still bring owner satisfaction that will have long worn off the others in the test. For the buyer looking for something different, buying this mini-916 is money well spent.

Finally, we get down to the two newest entries and the only objective choices for Best 600 honors. The Honda is a near-perfectly refined version of the F3, instantly familiar the moment you throw a leg over it, yet better in every way. They changed nearly every part, yet how - and why - did they make it feel so much the same? I'd like a more sporting riding position on the track, but that would keep the F4 from being all things to all people.

The R6, on the other hand, is being touted as a no-compromise sporting weapon, yet it's surprisingly comfortable and tractable, and very difficult to fault. The Yamaha felt the best at the track. It steered so quickly that I actually ran over an inside curb the first time I flicked it into a corner. I quickly acclimated, though, and rode it harder and faster than any of the others. Its compact dimensions and screaming engine just beg to be used hard, and I obliged. On the street, it was more of the same.

And that's the biggest reason I'd pick the Yamaha: It's exciting and inspiring both visually and viscerally, while the Honda's near perfection comes off a bit benign in comparison. I have no doubt that Honda's wrecking crew of Nicky Hayden, Eric Bostrom and Miguel DuHamel will be a force to be reckoned with on the track, but I figure that Tommy Hayden, Rich Oliver and Jamie Hacking will give them all they can handle, especially if the R6 has the same effect on them that it did me.

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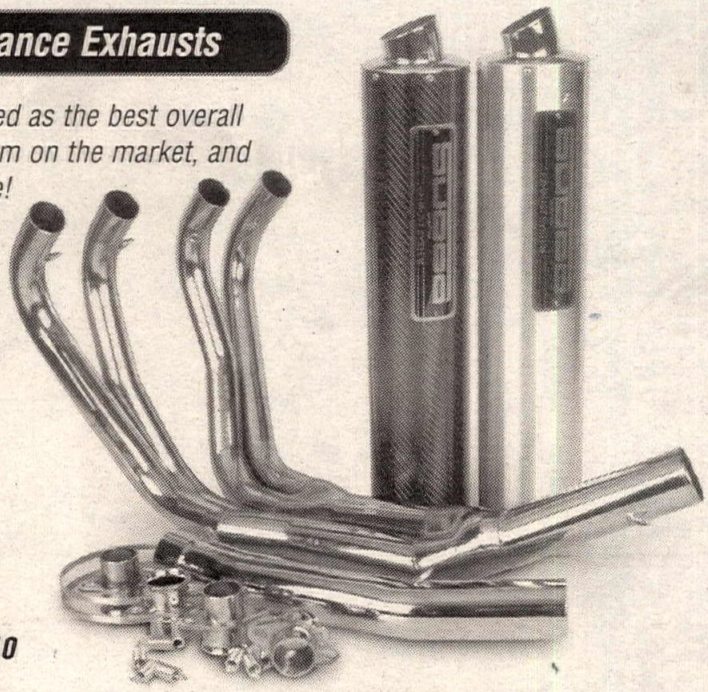

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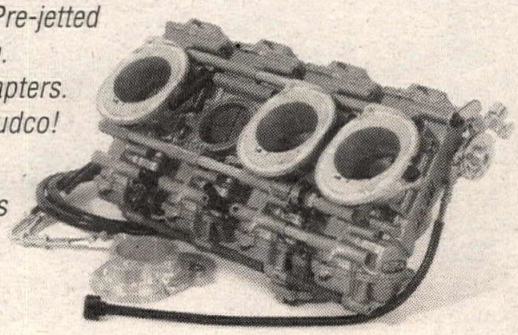

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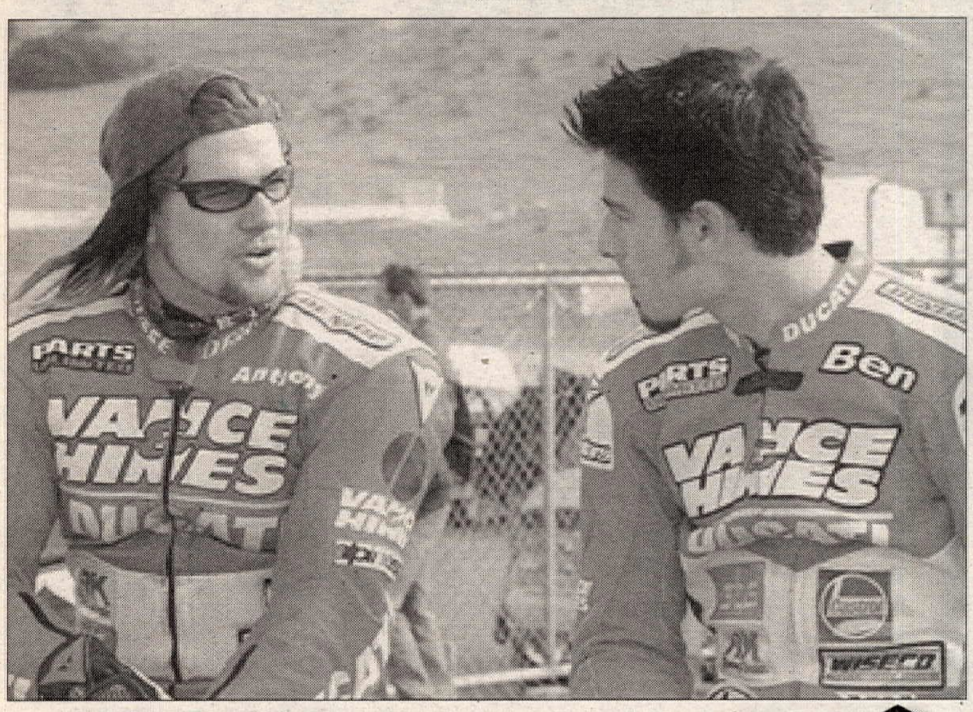
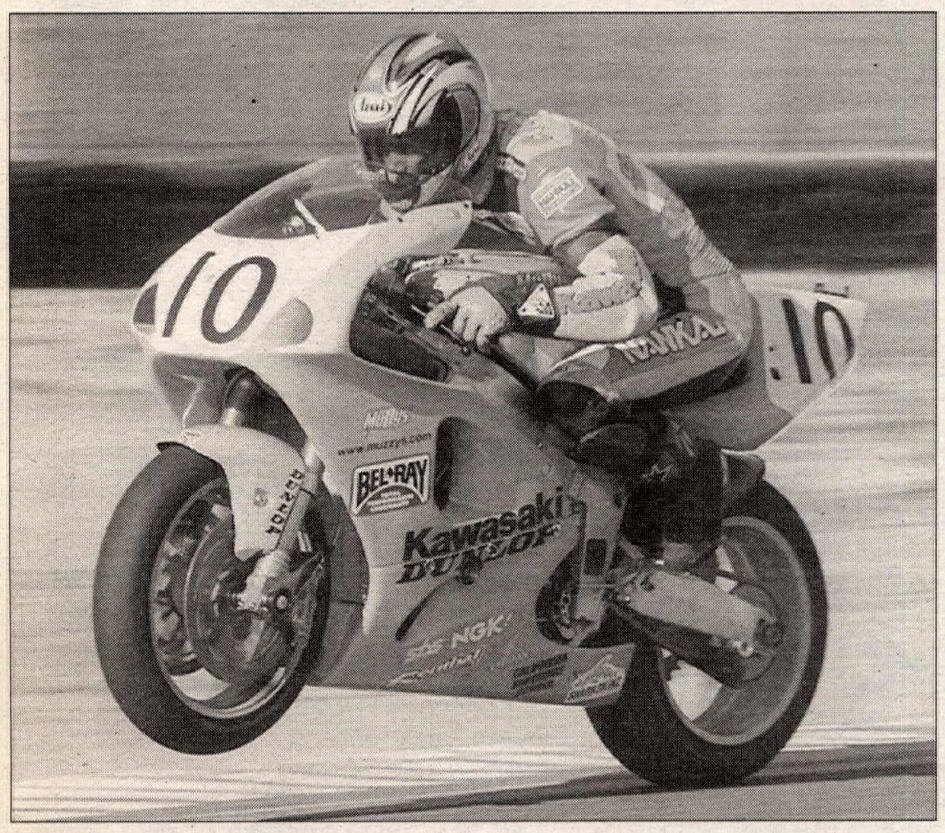
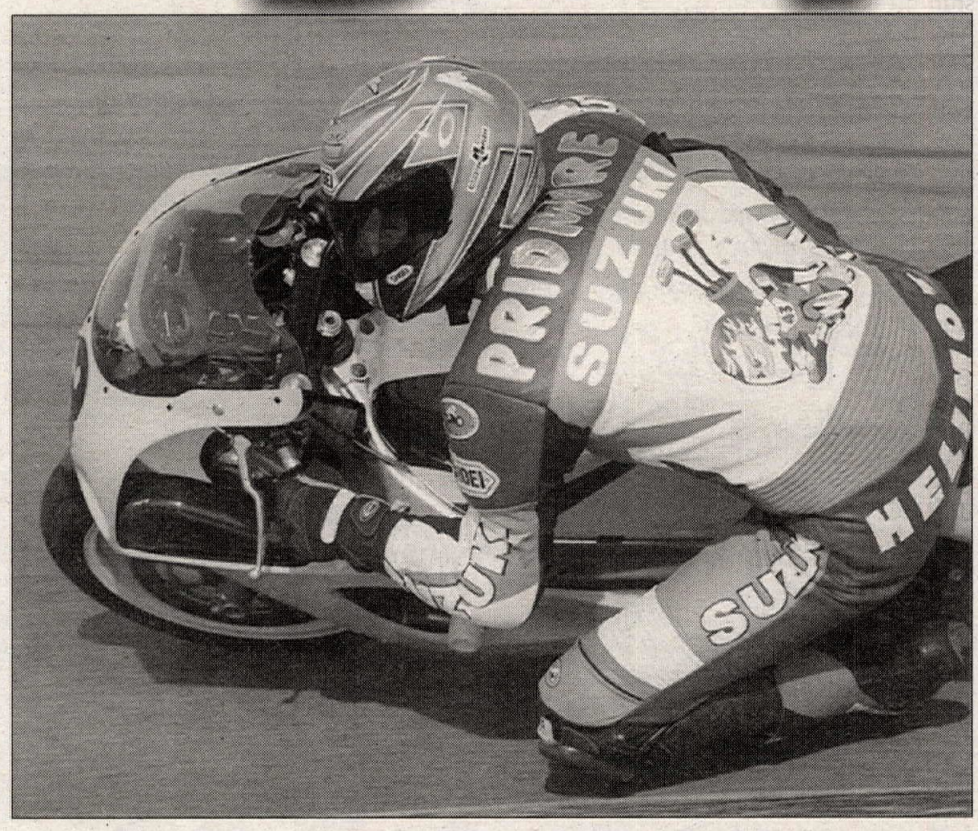


Gearing up





By Henny Ray Abrams

MONTEREY, CA, JAN. 13-14

The first time that new riders get to ride new bikes on new teams is generally at the winter tire tests at Daytona International Speedway. But because of the track layout at Daytona, and the use of dual-compound tires, riders don't always get a feel for how the machinery will work on a more proper race course. For that, there's Laguna Seca.

Except for Fast By Ferracci Ducati, all of the factory superbike teams were there, as were the Supersport teams of Erion Racing, 1-800-CYCLEGEAR and Chaparral Suzuki. Everyone had something new to try - if not a whole new bike, then at least significant parts.

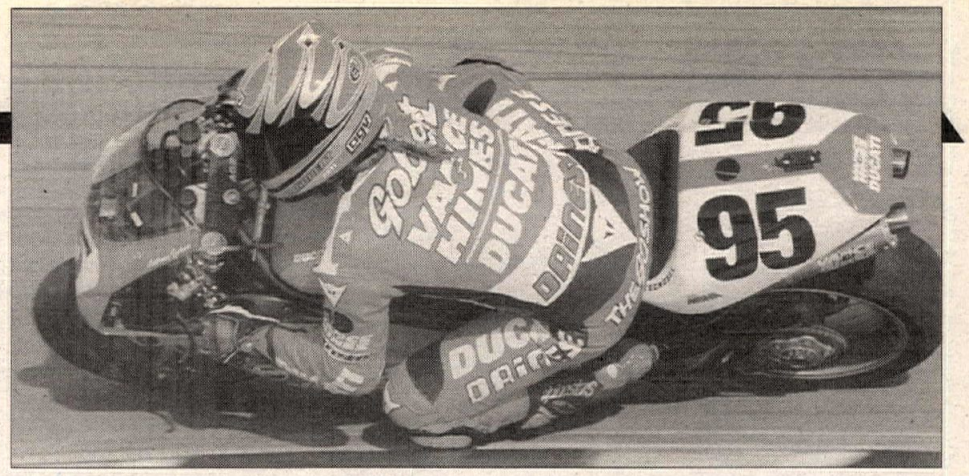
Cold weather on Wednesday, January 13, the first day of the two-day test, kept the riders off the track for most of the morning. From then on, they went nonstop, and the unofficial stopwatches brought out a few surprises. Vance & Hines Ducati's Anthony Gobert, still well above his ideal fighting weight, was the fastest of the superbike riders, but well above the lap records and his own personal best here. The best 600s belonged to the Yamaha team of Rich Oliver and Tommy Hayden, proving that the work they'd done since debuting the new R-6 at Daytona wasn't in vain.

Here, then, are some random notes from the test.

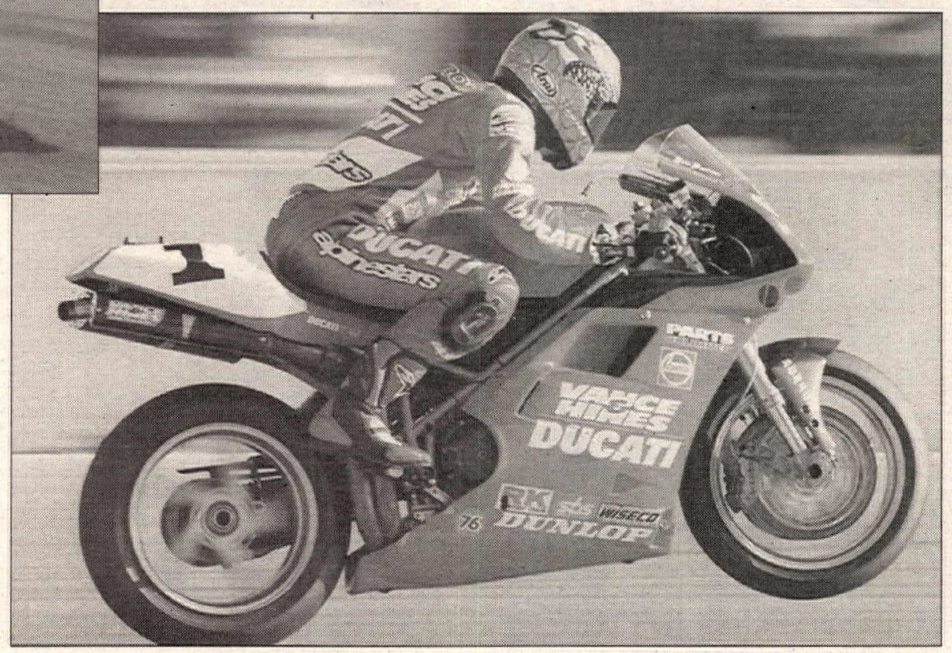
Vance & Hines' **Anthony Gobert** was the fastest rider at the two-day Laguna Seca test, though his time was above his best, and well above the best turned in by Yoshimura Suzuki's Mat Mladin in setting the pole for last year's AMA Superbike National. "I've been a lot quicker," Gobert said after his best lap of 1:27.19 for the 2.2-mile, 11-turn Laguna Seca Raceway. Mladin took the pole for the April running of last year's AMA race with a time of 1:25.600. Ducati's Troy Corser's pole time for the July round of the World Superbike Series race was actually slower, a 1:26.325. "The best I've done is 27.4 (Gobert was clocked at a hand-timed 1:27.19), and last year in testing I did a 26.4 here. The bike's quite a bit better as well. I did 26.2, I'm pretty sure, on the Kawasaki in World Superbike qualifying here (in 1996). But the track's pretty cold and greasy. Still, I'm satisfied with the time. I've been having this off-season totally off and I haven't really been training or doing any riding. I've been doing a little bit of Jet Skiing. Considering where I'm at right now, I'm happy with the lap time, but I'm sure when I get a lot fitter and I'm ready for the season, which I intend to do from now on, the lap time should be a lot better. From here last year - I'm still a few kilograms heavier - the bike feels a lot quicker. It seems to be lifting the front wheel up a bit extra, so it's definitely got more horsepower. We just need to get the rider more in tune with the bike." Now that he's back in the United States after spending the holidays at home in Australia, Gobert said he'd work toward being fit for the season-opening Daytona 200 in March. At the Dunlop tire test at Daytona in December, he said he was about 20 pounds overweight, most of which he's still carrying, though he appears to have lost some weight.

(Top left) Vance & Hines Ducati's Anthony Gobert (it's a wig...) and Ben Bostrom ended the Laguna Seca test as the two fastest Superbike riders.
(Top right) Rich Oliver was the quickest of the 600cc Supersport riders.
(Above left) Doug Chandler had his first outing of the year on the Muzzy Kawasaki.
(Above) Ditto for Jason Pridmore and the Yoshimura Suzuki.

The Harley-Davidson team hasn't been idle since the Daytona tire tests in December. They tested for two days in Savannah, Georgia, though the track was cold and the flat layout didn't tax the VR1000. They arrived at Laguna Seca with Showa suspension, front and rear, for the first time, and a new fuel-injection system. H-D's **Scott Russell** said that at Savannah they "were just kind of running through it. I just wanted to go and



(Left) Scott Russell wheelies the VR1000 out turn 11.
(Right) Anthony Gobert at speed on the Ducati.
(Below) Ben Bostrom showed that he's a quick healer, bouncing back to competitive speed after his Daytona crash.
(Below right) Mat Mladin went quick on the Suzuki, as the team seems to have solved its fuel-injection problems.



get more familiar with the bike and do this and change this and just see what it does - just to get a better idea of what's going on with it, more than anything. We lowered the track record by a second, nothing other than that. We changed the steering head a little bit. The bike stayed tighter in the corner. The weather didn't work with us on the second day; it sort of rained us out on the second day. We've got a test every two weeks before Daytona. We've been trying to get the Showa stuff dialed in here. At Daytona we only had the front fork, not the rear shock. At Savannah, for one day, we had the same setup. Here we've finally got Showa at both ends. That's where we're at right now, trying to get this dialed in and figure out what we need for this spot and that. Try some different links, just running through the normal test stuff." Russell has always been a dedicated test rider and he appeared to be riding as hard as anyone at the track, even if the times didn't reflect it. His best was a 1:28.8, about 1.6 seconds off Anthony Gobert's best. "I'm trying to push it today to see what the bike's going to do," Russell said. "Yesterday, I just kind of rode around. Today, I said I'm going to push this thing and see what it's going to do. I pushed it a little bit and some problems started to rise, and we're working on that now. I think the Showa stuff, for me, it seems a little less on the harsh side. The Ohlins stuff, they just sent their stuff in a box to these guys and they put it on and went racing. Now it's good to have the guys who should know what they're working on. This is their stuff; they're on our team now. I think it's a positive thing. We've got some of the best stuff in the world and to have these guys working on it is good." Russell said that because Savannah is so flat, it wasn't a true test of the VR. That would come here at Laguna. "The power is so linear, I'm just not sure when to pull the trigger in the corner, because the twin is a lot more tractable than the four. I haven't set the world on fire. You know it needs a little more horsepower - that wouldn't hurt."

Harley-Davidson's **Pascal Picotte** didn't feel there was much benefit from the Savannah test, and his time at Laguna was spent struggling, he said. "At Savannah, the suspension wasn't dialed in at all, the fuel injection wasn't right. It was good for them (Russell's crew), but not me. Here, it's about the same. Now the fuel injection is much better. The suspension is getting there, but it's still a bit off. The valving's different and it's got less travel than the rest of the manufacturers', so we have to adapt our geometry to their shock. It's a learning process." Picotte had run a 1:28.7 on a qualifying tire at the AMA National last year, and his best, until the final minutes of the test, was a 1:29.1. Then he clicked off a 1:28.6, on a race tire - under both his qualifying mark and Russell's best. Picotte felt the test schedule was ambitious, but that the team had to get the work done between tests to make sure there was something new to try. "We need to work on horsepower. That thing is just so slow. I was up there looking at the radar times. Ben (Bostrom) and Anthony (Gobert) were 140 mph consistently (on the Vance & Hines Ducatis). My fastest was a 134, Scott (Russell) was 132. And I was 33, 33, 32. I think Eric (Bostrom, of American Honda) was 142. So we're at least 8 mph slower from there (turn 11 to the end of the guard rail on the pit straight, a distance of less than a quarter of a mile), so that doesn't make your job easy. I know they're working on horsepower, but it's not a big thing. One or two there. We need like 20. I'm serious. It's going to be tough. There's a lot of things on that bike - it's a good bike, but you need to change so many things. Actually, the engine needs to be redesigned, the chassis needs to be redesigned. I mean, it was tough for Steve (Scheibe). That's his first baby. Compared to all those manufacturers, they've been building bikes forever. So you can't go out there and build one bike and be perfect. There's no way you can do that. He thinks he is, but he's not. I know he's learned a lot of things and I think they should put enough money somewhere, somehow and build something else to be ready in two years." Picotte understood that building a new bike would involve homologating the machine, a process which would demand the construction of 50 street-legal motorcycles, something Harley had to do to make the VR race-legal when it first appeared in 1993. At the time, there was some controversy as to whether the bikes actually existed. It was an issue that was also raised at one point when Fast By Ferracci began campaigning their big-engine 916 Ducatis.

American Honda's **Miguel DuHamel** spectated at Laguna Seca while recovering from the bone-graft surgery he had three weeks earlier. Even though he crashed at Loudon in July, DuHamel said he waited until December to have the surgery to see if the bone would heal naturally. "Even if we would have done it right off the bat, we wouldn't have been able to race the rest of that season," DuHamel said, "and there was a chance that it was going to heal by itself. So instead of having another operation - a major operation, a bone graft - I figured, Let's just see if it heals by itself. And it was healing, but it was taking quite a bit of time. There's been no infection. Nothing's wrong with it. We just let it heal by itself. Now we just decided to help it along for March, so we had the bone graft done." DuHamel said he'd be on crutches for another two weeks while the leg muscle recovers. "The doctor told me how the leg muscle's the most important thing right now, because the bone now is on its way. He said, 'Now you can't walk because your leg's so weak.'" As for when he'd ride again, DuHamel said, "There's a good chance I won't ride again before Daytona. I'm going to start training really hard. I'd been doing upper body and bicycling. Now I can get back to bicycling. After this operation was another trauma, so I have to go through physiotherapy. I got my range of motion back real quick. Everything's good now, so I'm going to hit the gym. At least now I've got the confidence that I'm not hurting the leg now."

American Honda's race manager, **Gary Mathers,** said he was concerned about DuHamel's extended convalescence. "I'm really worried about it. I'm not sure we all know what's going on there. He says he's going to be ready for Daytona. It's been a long time for that injury. It's easy to speculate why it's taking so long. We have Eric (Bostrom), we've got Nicky (Hayden, of Erion Racing), if we don't have Miguel. We'll keep going with Nicky if we can slide him in without any grief." Mathers said the plan was for Nicky Hayden to ride three to five superbike races on the Honda RC45, though he wouldn't ride at Daytona. His debut will be decided by his father, Earl Hayden. "Whenever his dad says he's ready," Mathers said. Since Hayden will compete in the 600cc Supersport and Formula Xtreme classes for Erion Racing, adding superbike duties would mean three races in a weekend, and the schedule will have to be coordinated with Kevin Erion. Unlike previous years, when machinery had to be found for the third rider, American Honda will have three RC45 superbikes this year. Hayden will also get the chance to test the bike before racing, a program that worked well with Eric Bostrom last year.

American Honda crew chief **Merlyn Plumlee** said every member of the technical team except one would be making their annual trip to Japan in early February to build the 1999 Honda RC45s. "Since our season starts earlier than World Superbike, ours are the first to go together," Plumlee said. "We always find some problems, pieces that don't go together. We want to fix them on the spot. We just stay until they're done (about two weeks), then we come home. This year we're actually going to build three. We have some commitments for Nicky (Hayden)." Plumlee said they arrive to a collection of parts that they assemble. The engines have already been run, Plumlee said, and the weather prohibits them from testing. As for any improvements to the '99 model, Plumlee said "they're so tight-lipped about that. When we get there, it'll be the first time we know."

For Chaparral Suzuki's **Damon Buckmaster**, the Laguna Seca test was yet another chance to learn one of the race tracks he'll be facing during his debut season in the United States. The Australian tested the Fast By Ferracci Ducati at Daytona at the end of the 1996 season and has tested the Chaparral Suzuki at Willow Springs. But this was his first trip to Laguna, where he tested both the nearly stock GSX-R600 and the slightly more modified GSX-R750 Supersport bikes. Buckmaster had contracted food poisoning in Los Angeles on Tuesday, and spent most of Wednesday, the first day of the test, recovering and turning in very few laps. By Thursday he felt fine and was on the track most of the day. "I got on the 600 today for the first time," he said. "Everything's going pretty well,

Richard Alexander Jr. (left) and Damon Buckmaster (right) had their first public outing on the new Chaparral Suzukis. (Below) Defending 600cc Supersport Champion Steve Crevier gets down to business on the GSX-R600.

fairly smooth. Due to the lack of time, we haven't been able to build any 600 engines - we're still on the standard one. Obviously, we're down on speed a bit. And we did a fairly respectable time for what we've got and the chassis is working good for the horsepower we've got. The 600 is good and the 750 is working very well - no problems at all." As for the 11-turn track, Buckmaster said: "I like it. That's one of the things yesterday - even though I was really a bit sick, I wanted to try to get some laps in and get a map of the place in my head, sleep on it a night, then come in and get dialed straight into the place. I was pretty good. I was pretty pleased with that, which is probably a good sign for the year to come. I've got a lot of circuits to learn." Buckmaster felt that Laguna Seca was an easy track to learn.

Erion Racing's **Nicky Hayden** got his first taste of a big bike when he rode the Honda CBR900 RR at Laguna Seca, and he was impressed. "It's pretty cool as far as handling and stuff," he said. "It was really good. It's got a lot of power. I actually was surprised it was a little easier to turn and I thought it would feel a lot heavier, so I really liked it. But once you got going and when you really got to find time, it's hard to go fast on them. It's pretty impressive. It just shows you how good (Doug) Chandler and (Mat) Mladin and (Anthony) Gobert, who ride them week in and week out - it makes you respect those guys more. It's not nearly as forgiving. You can't stab the throttle like you do on the 600. It's real easy to catch you out." Hayden said the team made minor improvements to the Honda CBR600 that he'd tested at Daytona. Hayden will race the 600cc Supersport and Formula Xtreme classes alongside Kurtis Roberts on the Erion team this year. At the end of the test, Hayden fell in with a group of riders who were just behind the top two Yamahas in the 600cc class, Rich Oliver and his brother Tommy Hayden. Nicky's time was a 1:31.5, with Muzzy Kawasaki's Aaron Yates just a tick behind, followed by Yoshimura Suzuki's Steve Rapp at 1:31.54.

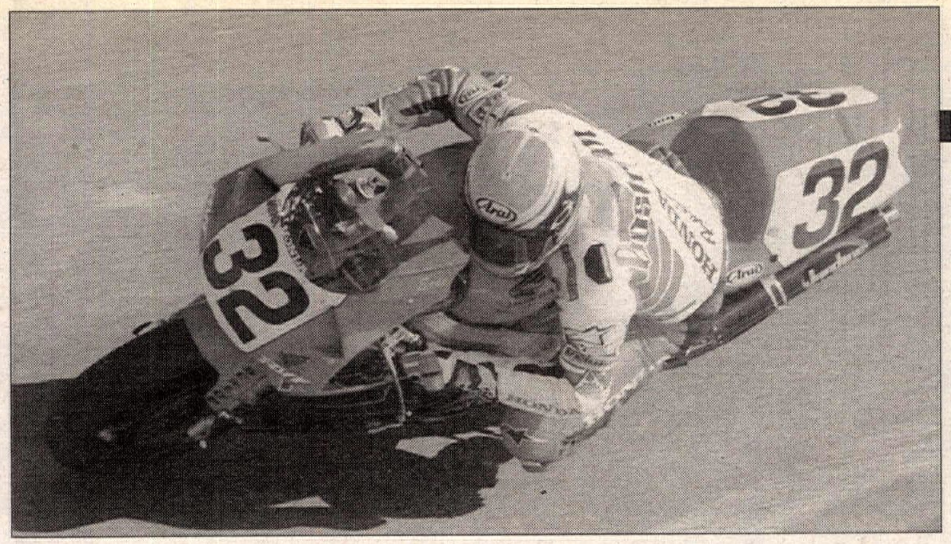
Kurtis Roberts, Hayden's Erion Racing teammate, also got on the Formula Xtreme Honda CBR900RR for the first time at Laguna and was also impressed. "It's got a lot of horsepower," Roberts said. "It seems to turn in good right now and it handles good, but we're not getting the thing to work for me yet. It's kind of unridable exiting the corners right now. We're not too far off. We did a 30.5 this morning without running too many laps, so I think we can get in the 29s and maybe 28s today. I was really at home with it right out of the pits. It really feels good to me straight away. As soon as we can get the thing to work a little bit better, I think we'll be good. The 600, since this is a real race track, we're kind of struggling because it's so new. We didn't get too many laps in yesterday. And I had a lot of other problems with shields yesterday because it was so cold. Today I did low 32s, real low - almost 31s. We're having some front-end problems right now. The thing's lighter, so it helps. The thing's fast, so I think once we get the chatter and the thing to work better, we'll be fine." Roberts's best time on the 900 was a 1:29.8, just ahead of Hayden's best of 1:30.6. Roberts turned the time on the engine that he used for the entire Daytona test as well as here. "The motor's gone," he said. "Once a lap, it'd find neutral."

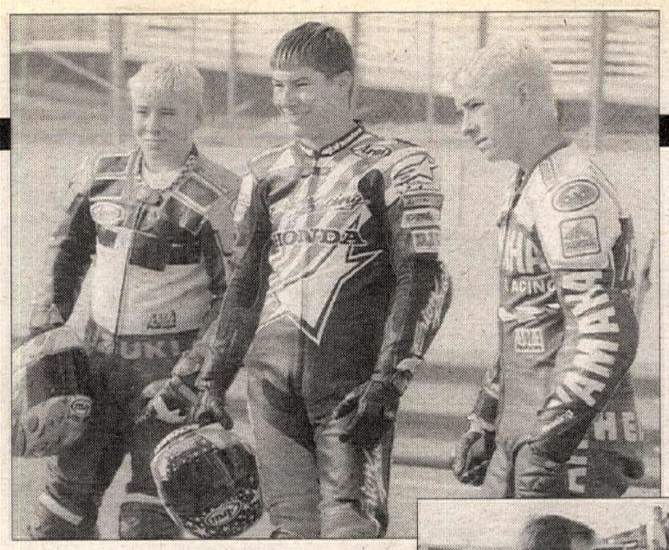
Muzzy Kawasaki's **Doug Chandler** said there were a number of issues which needed to be resolved before he committed to fulfilling the final year of his two-year contract with Kawasaki. One was that he didn't want to race the 600cc Supersport class, and they agreed that he wouldn't have to. "We had differences and it didn't seem like anything was going to happen," Chandler said. "I still enjoy racing, but that's what's keeping me there. As long as I still get out there and have fun, I want to do it - because it's enjoyable. I feel the minute I lose that, well, that's when it's time to pack it in. It's just having trouble getting what you want. It was one of those deals where, 'Shoot, I don't really need to do this. If I can't get what I want and enjoy and feel like we have a good chance, then why bother?' That's kind of how it all came about. It was silly to have to take it that far (missing the Daytona test), but in the end everything turned out fine. We got what we wanted and now it's time to see if we can go out and win another championship." Chandler said the problems began surfacing midyear in 1998. Though he wouldn't elaborate, he was known to have been incensed when his right handlebar broke off entering the Corkscrew during the Laguna Seca World Superbike race. Because he had no brakes, Chandler rammed fellow Kawasaki rider Akira Yanagawa from behind, sending him to the hospital. "Midyear, I could see a few things and it was like, 'Okay, we'll finish the year out, but then we got to have a sit-down and try to get some things changed for the coming year.' And nothing seemed to really come of that. I thought, 'We've got to do something or this ain't going to work,' and that's how everything got started." Chandler said that when his longtime crew chief Gary Medley left the Muzzy team, it "was a tough deal because, to me, he was the whole backbone of this team. It's a bad deal to lose him, but, in a way, you've got to try to make it look positive. I'm thinking we've got an old guy back (Rick Johnson) who's very competent as far as an engine builder, and a couple of new guys who seem very willing to listen and learn. I think it might give us a shot in the arm, a bit more enthusiasm instead of the same old guy, same old routine. Hopefully, we'll have a bit of a spark out there and try to go good."

When it appeared that Chandler might not be back with the Muzzy team, he had his manager, Gary Howard, contact other teams to judge interest. The most serious among them was **Eraldo Ferracci** of the Fast By Ferracci team. "There was talk, but, I don't know, I guess if everything else fell through, that was a pretty good possibility," Chandler said. "At the time, when we had trouble here, I just kind of said, 'I'm just going to quit, then.' Then you start thinking about it and it's like, 'Well, I'm not really ready to do that yet. It's still fun, I want to do it. I still feel I've got a couple of good years.' So Gary kind of checked around and the Ferracci deal was a possibility for sure." Ducati's World Superbike team manager, Davide Tardozzi, repeatedly phoned Chandler to express his interest. One large stumbling block was money. Ferracci didn't have the resources to approach Chandler's current salary.

The last time Chandler rode a race bike was at the season-ending event at Las Vegas, as he had skipped the December tire test at Daytona test to work out his contract problems. "I thought I went pretty good," he said. "I'm not silly off the pace, just kind of right in there with Mat (Mladin). That's a good place to be to get started again." Chandler's best was a **1:27.70**, just a tick behind Yoshimura Suzuki's Mat Mladin's 1:27.69, though, since the times were all hand-clocked, the difference could be attributed to human error. "We really hadn't anything come to try yet, so we were just trying to work with what we had to make it better. I think we made a little bit of progress. We had a few little things. We had a new shock; nothing substantial. Our race times were 27s. In April (at the AMA race), we were faster than we were in the World Superbike." Chandler said he didn't expect to get new ZX-7s for 1999. "We'll just get parts and pieces. Hopefully by Willow (a test in early February) we'll have some new pieces. I don't think we'll have it by Phoenix (a two-day test, January 27-28). I mean, right now we're not too far off."

Yoshimura Suzuki's **Mat Mladin**, whose 1:25.600 qualifying mark from the April running of the AMA Superbike National was never challenged, was working out the bugs on a machine only recently delivered. "We just had a brand-new motorbike, with all the fuel injection, a '99 chassis, and just everything was brand-spanking-new," he said. "Everything felt really bad. When we first started yesterday after lunch, we were on the carbureted bike, set up just like we raced it. I did a few laps and it felt really good. I got on the other bike, and it's a new bike and just getting everything bedded in. We had a couple of niggling problems with the injection and stuff. We got them sorted out by lunch time today. We tried some new forks, '99 stuff, and they were heaps better. I picked up time right away. Other than that, not too much. The injection worked good. As far as horsepower figures, we haven't got any more than the carburetors, but the power delivery seems smoother and just a little more ridable. I think it's probably going to be easier to ride through a race, as it is now." Mladin put little time in on his GSX-R600. He did six or seven laps, was down to 1:31.7, and parked it. "That's all everyone else was doing," he said. One factor that may have held riders back was the condition of the track. "I don't know, I expected everyone to go faster than they were going," Mladin said. "I think I could've gone faster on the 600 if I wanted to play on it a little bit. The track must have been a bit slippery, I think. When we were here for the AMA test, we did a bunch of high sixes, six-seven. A lot of sixes, a lot of sevens. Now we were really a second off what we did then." An Indy Lites team tested at Laguna Seca on Tuesday, the day before the motorcycle test, and a num-





(Above left) Eric Bostrom had some problems with the factory Honda at Laguna. (Above) The Brothers Hayden - Roger Lee, Nicky and Tommy. (Above right) Miguel DuHamel only rode a scooter, as he continues to heal from his leg injuries. (Right) Chandler and Mladin meet on the pit wall.

ber of riders felt that the cars may have compromised traction for the bikes.

Dunlop Tire Corporation issued a statement at Laguna Seca, dated January 10, 1999, regarding the rear tire that failed on Ben Bostrom's Vance & Hines' Ducati during the Daytona tire tests in early December. It said: "A detailed analysis of the tire involved in the incident during testing by Ben Bostrom of the Vance & Hines Ducati team at Daytona has shown there to be no deficiency in material or manufacture removed from Bostrom's machine. Deflation was attributable to a failure on one sidewall, possibly induced by curb impacts." The statement went on to say that Dunlop had "decided to embody an additionally reinforced bead construction in tires supplied for the 1999 Daytona race" in March. The reason for this, Dunlop says, is that "improved machine capabilities and the associated suspension changes mean that tires are more likely to be subjected to extreme stresses than in previous years, and Dunlop Motorsport have therefore decided to incorporate additional resistance to such forces." The tire that failed on Bostrom's bike had more than 25 laps on it. Typically, a tire need only last the 19 or 20 laps between pit stops - at which point they'd be changed.

Though it wasn't a tire test, **Dunlop** did have a new hard-compound rear tire - the 335 - at the test, though it wasn't a tire that would be used at Laguna. "It was a combination of last year's and this year's tire," Dunlop's Jim Allen said. "The range is pretty much the same, except for the hard rear, which is a new compound. Primarily we have two front compounds; the construction was upgraded. All three rears have the same construction, just different compounds." Allen said that most of the riders were using the softest rears, which is what they used in April and which worked well during the World Superbike race in July.

Muzzy Kawasaki's **Aaron Yates** continued to familiarize himself with his new team and machinery after a career spent on Suzukis. The Georgian's times were just off Chandler's - his best a 1:27.82 to Chandler's 1:27.70, though he spent considerably more time on the ZX-6 than his ZX-7 Superbike. "I had a pretty good success curve," Yates said. "Everything we did, things got better, and I got comfortable. We did a lot of changes to just get the bike dialed in to what I want. At Daytona, it's a different place and different setup. One thing that we're just trying to get right is the spring rate and damping and stuff, to get it the way I like it. My setup is totally opposite from Doug's. When I started to ride the 600 here yesterday, they thought they kind of had an ideal starting point. But it was way too soft, so that kind of makes me think that even at Daytona it wasn't perfect. It's kind of my weight and the way I ride. I brake really hard all the way to the apex of the turn. I don't see how anybody else goes fast without doing that, so I don't know how much different it is than anybody else. Doug's setup, they call it the Cadillac. It's really plush. It's unbelievable. It works for him. I like the bike to stay pretty flat, not really move much. With it soft, it loads up the front, loads up the rear, turns, wobbles and wiggles, and shakes and stuff." Yates lamented that he didn't have anyone to ride with during much of the test. "A few times I was out there, pushing really hard and going hard, and I felt like I was going real good. When you're with somebody, you always push a little extra just to kind of go better than them. I think it would have helped the lap times a good bit just to have someone to gauge off braking and all that - to kind of go to that next level, even run it in harder in a couple of places. In turn 11, I was getting in there - I couldn't get in there any faster. Running behind Scott (Russell, who Yates followed briefly on Thursday), he pulled a gap on me there (in turn four) and then I had to make it back up through six and seven, going up the hill, braking for the Corkscrew."

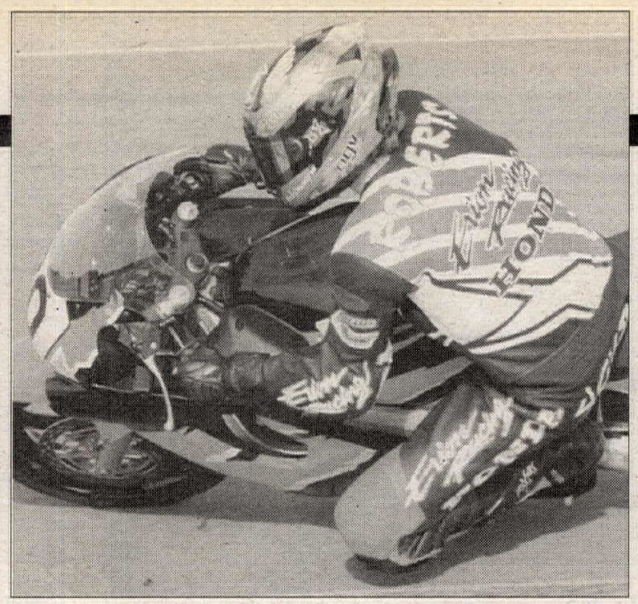
Harley-Davidson team manager Steve Scheibe said that **Thomas Wilson**, who was seriously injured in a practice crash at Loudon last July, would get back on the bike during an upcoming test, probably in February. "That'll be the next step," Scheibe said. "Then we'll see. He wants to ride the next test." As to whether he'd race alongside Scott Russell and Pascal Picotte this season, Scheibe said, "Anything's possible." Though it's not a rigid schedule, Scheibe said the team planned to test about every two weeks prior to the Daytona 200. His budget is the largest it's ever been and there's always something new to test. Unlike other teams, which can rely on their World Superbike counterparts, Harley is in the unique position of having to test and develop everything themselves - and, in the past, too often at the race track. In addition to the new Showa suspension, Scheibe said the team was using an upgraded Magni-Marelli fuel-injection system. "The fuel injection has demonstrated to be clearly better here," Scheibe said. "These are things we wanted to do for a long time but didn't have the resources. We have the responsibility to have the equipment to go with the riders. It's not just the rider, but the package that goes with it." The team is still acquiring new personnel and has a new race trailer.

Randy Mamola, the four-time 500cc World Championship runner-up who now does television commentary for the Grands Prix on Speedvision, said that he hoped to sign a contract as a test rider for Kenny Roberts' Modenas team. Mamola, who now lives outside of Barcelona, Spain, but who grew up in the Bay Area and was home for the holidays visiting his family, said he'd be testing the Modenas, along with Jean-Michel Bayle and Mike Hale, at Phillip Island, Australia, in less than two weeks. He'd been mentioned as a test rider for the BSL 500, to be built in New Zealand, and that may happen, though his first allegiance is to Roberts. "BSL asked me in Australia (during the Phillip Island Grand Prix) if I'd ride it," Mamola said. "I'm open to any offers to do testing for them. They were hoping that they'd have something ready in December. Just after I tested the Modenas in Jerez (in October), they sent a fax saying there were delays and problems in the machining. Two weeks ago, they said they hired (Australian) Mark Willis to race the bike this year. They're still having problems and they're shooting for the IRTA tests (at Phillip Island). I feel a lot more obligated to Kenny, for obvious reasons. Part of the reason they wanted to hire me was all my experience on all the different bikes I've ridden, and their bike is close to what Kenny has done. I don't have a contract yet (with Roberts), but it looks like there will be a contract for Kenny's team." Mamola has already ridden the Modenas twice, most recently after the Catalunyan GP at Barcelona. "I went faster than (Kenny Roberts) Junior did. Junior said he just wanted to go home. I was half a second off the race time. I hadn't ridden but twice in two years." Mamola also said that, if he signs with Roberts, he'd also be working with riders at Roberts' riding school at the Circuito de Catalunya.

Roger Lee Hayden, the younger brother of Tommy and Nicky Hayden, signed a two-year contract with American Suzuki on Wednesday, January 13. Once he turns 16, on May 30, Hayden will race for the 1-800-CYCLEGEAR team in both the 600cc and 750cc Supersport classes for the 1999 season. He'll make his debut at Road Atlanta, where Earl Hayden, the boys' father, will have three sons in the 600cc Supersport race. Nicky races a Honda for Erion Racing, and Tommy, the oldest, rides for Yamaha. "With three of them out there, I'm going to need some oxygen," Earl Hayden joked. "Two of them was bad enough." Roger Lee Hayden has raced several times at Road Atlanta in WERA club races and the WERA Grand National Finals this year. The Laguna Seca test was the first time the 15-year-old had ridden a 750cc machine and the first time he'd been to the track. "I like it," Roger Lee said at the end of the first day. "The first time I went through the Corkscrew, I kind of lost my stomach." Hayden was riding Steve Rapp's 1998 machinery and the rear shock spring was too stiff, causing the rear to hop off the ground under heavy braking. "Toward the end of the day, it was better. The 750 has a lot more power than the 600. That corner (turn 11) and turn two, it wheelies more than the 600." Roger Lee said he and his brothers had studied tapes of recent races at Laguna Seca to learn the track. He expected the CycleGear team to have their '99 bikes at the early Willow Springs test in early February.

Yamaha's **Tom Halverson** said the dates for delivery of the new R-7 Yamahas had not changed. Aside from the one that was in the country as a show bike, Halverson said there wouldn't be any more R-7s delivered until the end of January, about the same time the kit parts showed up. With such a late delivery date, getting the bikes ready in time for Daytona would certainly be problematic, but that's the date the team's shooting for. Don't be surprised if the team races the 1998 YZF750s at Daytona. With no Superbikes to work on, the team has been able to develop the R-6s that were basically stock at Daytona. "At Daytona, we hadn't cracked the gaskets, hadn't done any jetting," Halverson said. "(Tom) Houseworth (the team's crew chief) has been through the motors now and he's getting the jetting right. So far, they seem to be pretty good. That's definitely exciting for us." Halverson also said that Jamie Hacking wasn't at the Laguna Seca test because Dr. Arthur Ting, who performed surgery on Hacking's damaged right elbow, hasn't released him. "He probably won't until Phoenix (a test scheduled for January 27-28)." Hacking, who spent the holidays in his native England, originally injured the elbow in a snowboarding accident in Colorado. "At the time he didn't think it was that big a deal," Halverson said. Hacking tried to ride at the December Dunlop Daytona tests but quit after only a few laps, then went to San Francisco for surgery. If Hacking doesn't make the Phoenix test, he should be at the February 5-6 Willow Springs test.

The improvements to the Yamaha translated to the best times for both Yamaha riders, Oliver and teammate **Tommy Hayden**. Oliver's best was a 1:31.23, not far off the 1:31.002 which Muzzy Kawasaki's Doug Chandler turned to take the pole for the April AMA 600cc race. Hayden was just back at 1:31.38. "We did low 31s. We need to be in the high 30s on it," Oliver said. "We've got things to do. I put a seat on it and dropped half a second. I can't ride



(Far left) Steve Rapp crashed twice at the test - once on his 600 and once on his superbike.
(Left) Kurtis Roberts went quick on the Erion Formula Xtreme Honda CBR900. Here he puts the team's CBR600 through its paces.

with that cushy stock seat. We have to find what pegs to put on it - where the bars go. It's a pretty good baseline. I'm looking forward to the race here." Oliver said he wanted to get back to the winning ways he was accustomed to when he won 20 consecutive 250cc GP races in 1996 and '97. "We've got a long way to go still. I'd probably say we were basically at ground zero at Daytona, and we were really pleased that we were fairly competitive. Here we seem to be even more competitive, which I think is partly to do with the nature of the track, which rewards handling first, light weight, braking - but also the fact that we've made some progress since Daytona. But as far as the percentage of where we're at, we're probably at 40 percent of what we can do. It's doing a little of everything better. At Daytona, I think the things were completely stock. Here I think we've been able to do a little jetting to at least get them to run right on race gas and things like that. They don't tell me everything that's going on. I say, 'This is the kind of seat I want, this is this, this is that.' They're running good here." Though they hope to race the R-7 for most of the season, Oliver still tested the 1998 YZF750 Superbike at Laguna Seca. "We actually went really well this afternoon on the Superbike, too," Oliver said. "We just popped out and just went right down to 28s (a few seconds off the track record). We've actually been doing some work on the superbike, too, in case we need it. And it gives me superbike seat time to ride, even if the R-7 is going to be what I'm going to race here at Laguna. We've got way more work to do on the 600, so the focus is on that right now. It's like I get out on the superbike whenever the 600's down for more than half an hour; we'll fire off on that, because we're working on some segments of that program that we need to improve. It's just like, they point me at one bike, I go ride it."

In his first time on a race bike since his horrific crash at Daytona in December, Vance & Hines Ducati's **Ben Bostrom** set the second-fastest time, despite considerable pain and limited use of his left hand. On the second day of the test, Bostrom ran a string of times in the 1:27 range before the pain forced him to stop. "The bike's good," Bostrom said. "I was in so much pain, I quit after that. I started late and quit early. I didn't push at all today. I was out there running around and saw a 27.9 and said, 'That's amazing.' Then I saw a 27.7 and thought, 'That's amazing, because I wasn't pushing hard the next lap.' The bike's so good. I couldn't be aggressive on the brakes because the thumb holds on to the bar. I did four laps and I was in a bunch of pain. It was pretty miserable. I wanted to push hard, but I didn't want to crash. I've just got to ride around like I can't crash." Though he'd been out trail-riding with his brothers, father, and Scott Summers, the multi-time GNCC and Hare Scrambles Champion, this was the first time that he'd been on a road racer since Daytona. Showing off a heavily scarred left hand, Bostrom said he lost the tendon in his left thumb, though he's been making progress in his range of motion. "After a couple of laps, I can't pull in the clutch and my elbows are pretty weak from where they got ground down a bit. It just makes it harder to brake. I can't throw the bike around good. After a couple of laps, I can't even ride it - just cruise around. I've got a month and a half to Daytona, so I'm pretty excited. The bike's good, the team's good. The thing's capable of going fast." The injury has also hampered Bostrom's training regimen. He said he'd recently been to the gym twice, but can't do a push-up. "I have one messed-up knee that hurts on this track because I'm pushing on it too hard. I can do a lot of exercise, just trying to get my muscles and joints working. Just from rag-dolling, I hurt a lot of the joints. And I've been trying to build the strength in them and exercise my thumb a lot. Before, I couldn't touch any of my fingers; now I can actually touch all my fingers and I can actually touch down the pinkie. I'm just trying to touch my calluses now. I'm not there yet, but I'm getting there." Bostrom said that he enjoyed the trail ride, but "I was spaghetti afterwards. My thumb was in a lot of pain."

Teamline 750cc Supersport Champion **Richard Alexander Jr.** put the number-one Suzuki GSX-R750 through its paces while continuing to adjust to his new environment. The transplanted New Yorker, who's living with Yoshimura Suzuki's Jason Pridmore in Ventura, California, this season, moves from the Barnett Tool & Engineering team to the new Chaparral Suzuki squad, and his first impressions are favorable. "It's awesome," Alexander said. "Kel Carruthers (the crew chief and team manager) is really good. The crew that we're hiring, and we've still got another guy to go, is going to be very sharp. The bikes are very new. The motors are basically untouched, so I still get to look forward to getting some good stuff under my feet. The suspension is new for Kel - he's never worked on bikes that are basically street bikes. It's new to him and new for me because I've never worked with people. This is a whole new thing and it's awesome. Once everything's all finalized, it's going to be sharp. We had a specific problem with the chassis that we spent the whole day trying to get fixed, and we didn't. We got Damon (Buckmaster) to go out on the bike and run it and he said, 'Yeah, there's a problem.' I'm a little frustrated with myself for not being able to get it identified, but it's a learning curve. That's what's good about Damon. He's got a lot of time under his belt and he jumped on it and said, 'I think it's this' and I think pretty much that's what it is. At least now we can go to Phoenix hoping that we got that fixed. I jumped on his bike and went two seconds faster. I was struggling, doing 35s all day just trying to sort that bike out. It didn't work. I jumped on his and dropped two seconds. Everything is there - all the means for a great team are there and it's going to be there. I'm sure Dave Damron, seeing what he's done with the motocross and seeing how he is at his business, he isn't going to have anything but something good. It's my first year on something where now I have people to talk to. I'm coming off an injury, too. I had shoulder surgery - left shoulder - two months ago. They had to decompress it. I had bone in there and a lot of my nerves were being pinched, so basically it was causing a lot of numbness in my hand and arm last year, and I just kept it quiet from people. At the end of the year, I got it fixed. This was a test. I've got some more problems that I'm going to Dr. Ting's and get addressed. It'll all turn around and we'll be ready for Phoenix. We've got two more weeks and we'll have better bikes under us."

After impressing in every outing on the Honda RC45, **Eric Bostrom** was off the pace in his second ride as a full-time team member. The younger Bostrom, who hadn't raced a superbike here before, had a best lap of 1:29.5, well off the lead pace. "You always want to do your best and try to do your best," he said. "And then you get something like this and it's the strangest thing, because you think you're doing everything right, you're riding pretty hard, and yet there's this huge deficit you've got to make up. It's there, you know. We all know it's there, and I know I can do it. It's one of those setbacks and it makes your mind think, 'What am I doing wrong?' We're chasing a bit of suspension, and I think in the end it kind of comes back to me. I wasn't doing my job. The 600's getting better. We're struggling a bit. We had some suspension problems and we still have a few, but I think we're going to go pretty good. In the end, we didn't go very fast on the thing because we went the wrong way on one end, but we went really the right way with the other - so we know the right way to go. When we come back (for the April race), we're going to have a good setup for that. The superbike, it's got me biting my nails right now. By riding tense, I was creating problems with the bike. It's just one of those things. I was having trouble getting my mind up to speed for some reason."

Yoshimura Suzuki's **Steve Rapp** was back in the saddle after a crash at the December Daytona tire test sidelined him. "I went to the hospital and got an X-ray and nothing was broken," Rapp said. "But they said it was a pulled ligament in my left ankle and bruised ribs - nothing broken, but it hurt. I started running last week. I'm in good shape. I couldn't run, but I did other stuff. I could swim and I could lift weights, so it wasn't like I wasn't doing anything." Rapp was among the busiest riders on the first day of the test, circulating nearly constantly on the GSX-R750 Superbike, though he did crash the GSX-R600 in turn three on his third lap. Rapp did 41 laps, switched tires, then did about a dozen more. "It wasn't handling good, and we kept trying little stuff and it kept getting better and better," Rapp said of the bike that he'd only ridden twice before. "I'm surprised how much it changes for every track. We went to Willow and it was good. Then we went to Daytona and it wasn't good, and we messed with a lot of stuff. Right before I crashed, it started getting good. Then we came here and it was not so good then. We're working our way back. Now it feels good again." Rapp said the problem was in turning. "It's weird, because everyone says they turn so good. Mine wasn't. There's nothing wrong with it; it's just the setup's not right. I think they set it up for Mladin from last year to start with, then I got to ride it and it doesn't feel good, so we end up changing it. Now it feels good." His test ended early on Thursday afternoon when he again crashed in turn three, this time heavily damaging all the bodywork and the gas tank on his superbike, though he was mostly uninjured.

Rapp's Yoshimura Suzuki teammate **Jason Pridmore** was also making his return to riding at Laguna Seca, the first time he'd ridden since breaking his left wrist while racing the Vance & Hines Ducati at the 1998 season-ending race in Las Vegas. "I broke it in like six or seven places, all in the joint, which was what really sucked," Pridmore said. "Riding for the first time today, it just wasn't great. It wasn't bad, either. I could ride - until I got on the superbike; then I realized it was going to be a little tougher. But I've got a month and a half still before Daytona, so it should be fine for that, no problem. It just gets sore, actually, under acceleration. You've got to kind of hold on a little bit more on the superbike. I thought it was going to hurt me a lot more under braking, but it doesn't. It hurts more under acceleration, which kind of surprised me. I'm squeezing the tank and everything trying to just keep my weight forward. It's going to take time - that's all. I'm just here to ride the bikes and get a feel for what I've got here as far as the team and everybody else. I'm not here to set the world on fire." Pridmore said he'd been strength-training for the past two weeks. "But when you do something like what I did in the joint itself, it's almost compounded 10 times compared to like if you would just break your arm. When you smash it up as much as I did, you're kind of screwed a little. Apparently what happens is, when a joint heals, it overheals and it restricts movement and that's what I have to deal with right now." The only time Pridmore had ridden the superbike before was a one-day test at Laguna Seca last year. "I'll know more tomorrow. I only did three laps on the superbike. I did a handful of laps on the 600. We'll get closer." CN

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50 P.Wee Mod. 7-8	125 Mod. Novice
50 Super PW Mod.6-9	125 Stk. Inter.
60 Jr. Cycle Stk. 6-8	125 Mod. Inter.
60 Jr. Cycle Mod. 6-8	125 Stk. Pro
60 Jr. Cycle Stk. 9-11	125 Mod. Pro
60 Jr. Cycle Mod. 9-11	250 Stk. Novice
80 Stk. Thru 11	250 Mod. Novice
80 Mod. Thru 11	250 Stk. Inter.
80 Stk. 12-13	250 Mod. Inter.
80 Mod. 12-13	250 Stk. Pro
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Rounds 13-14: Long Island Nassau Coliseum

AMA/PJ1 NATIONAL ARENACROSS SERIES

Double duty

By Michael James

UNIONDALE, NY, JAN. 8-9

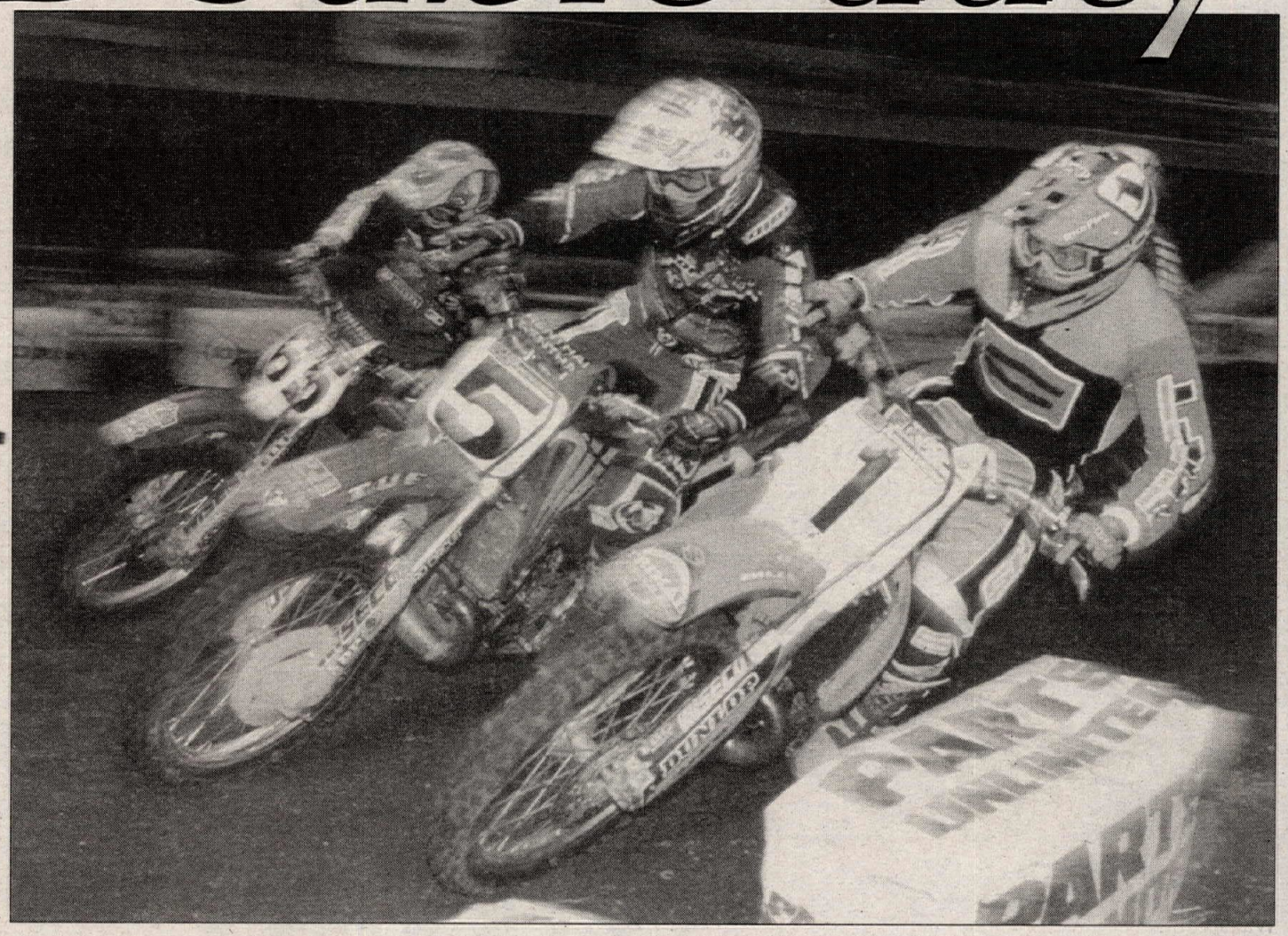
The frozen wonderland of the northeast corridor in wintertime is a beautiful sight to see, but it makes for lousy motocross racing. Luckily, New York played host to rounds 13 and 14 of the National Arenacross Series in Long Island's Nassau Coliseum, home of the New York Islanders hockey team. And, like the action-packed intensity of a hockey game, the Arenacross Series regulars and the hometown heroes did not disappoint the eager crowd. The slam-bang racing action grabbed everyone's attention and kept it riveted to the track. Although lap times were averaging 28 to 30 seconds, the intensity and ferocity with which the racers attacked the track kept the fans glued to their seats.

Team Thor/Honda/Tuf Racing-backed Jeff Willoh was just one of the riders that the heated crowd was so fired up to see. Not only did Willoh win Saturday's SBS Dash For Cash, he won both Jump-Offs and, more importantly, both 250cc mains. He also finished second in Friday's 125cc main. After a rather successful weekend, Willoh sits third in points behind current National PJ1 Arenacross champion Buddy Antunez, who posted excellent finishes as well.

Antunez rode consistently all weekend long, winning both 125cc mains. He finished out of the top three only once, on Friday during the 250cc main. Primal Impulse/Shift/Bill's Pipes/Suzuki-mounted Antunez's past two titles were both come-from-behind efforts, and no one in the series has forgotten that fact.

Current series points leader Cliff Palmer rode to top-five finishes all weekend long. Poor starts had Palmer playing catch-up, but his fitness is where it needs to be for him to do the deed. Palmer left the venue with a 25-point lead over the number-one plate holder, Antunez. The battle between Palmer, Antunez and Willoh is shaping up to be a dogfight to the finish.

The supporting cast in Uniondale included Thor/Honda/Tuf Racing/Pro Circuit teammates Jeromy Buehl and Denny Stephenson, who traded top-five finishes, with the better performances coming from Buehl. Buehl and Stephenson sit in fourth and fifth, respectively, in series points. Buehl has two wins under his belt in the series.



FRIDAY

Willoh's 125cc starting techniques have been spot-on the last few rounds, and round 13 was no exception. Stephenson, Tom Hofmaster, Antunez and Palmer followed Willoh out of the gate in a tight-knit pack. On lap five of the 16-lap race, Antunez was the first to make his move, as he went by Hofmaster and then Stephenson. While second-placed Antunez stalked Willoh for the lead, Palmer began a charge of his own.

Palmer first passed Hofmaster and then Stephenson to move into third.

In one of the best battles of the series so far, Willoh and Antunez engaged in a battle for first that sometimes saw up to four lead changes in one lap. Antunez finally took the lead for good with four laps remaining. The defending champion took the checkers ahead of Willoh, Palmer, Stephenson and Buehl, who recovered from a midpack start.

"I think this was one of the best races of the series," said Antunez. "Willoh and I kept going back and forth most of the main."

Kawasaki-mounted Greg Rand grabbed the 250cc main-event holeshot, with Antunez, Willoh, Stephenson and Ty Wallace in tow. Rand kept everyone - including YZ400-mounted Wallace - behind him for the first three laps, until Antunez opted to move into the lead. Willoh was next to move around Rand, who later dropped back to finish sixth.

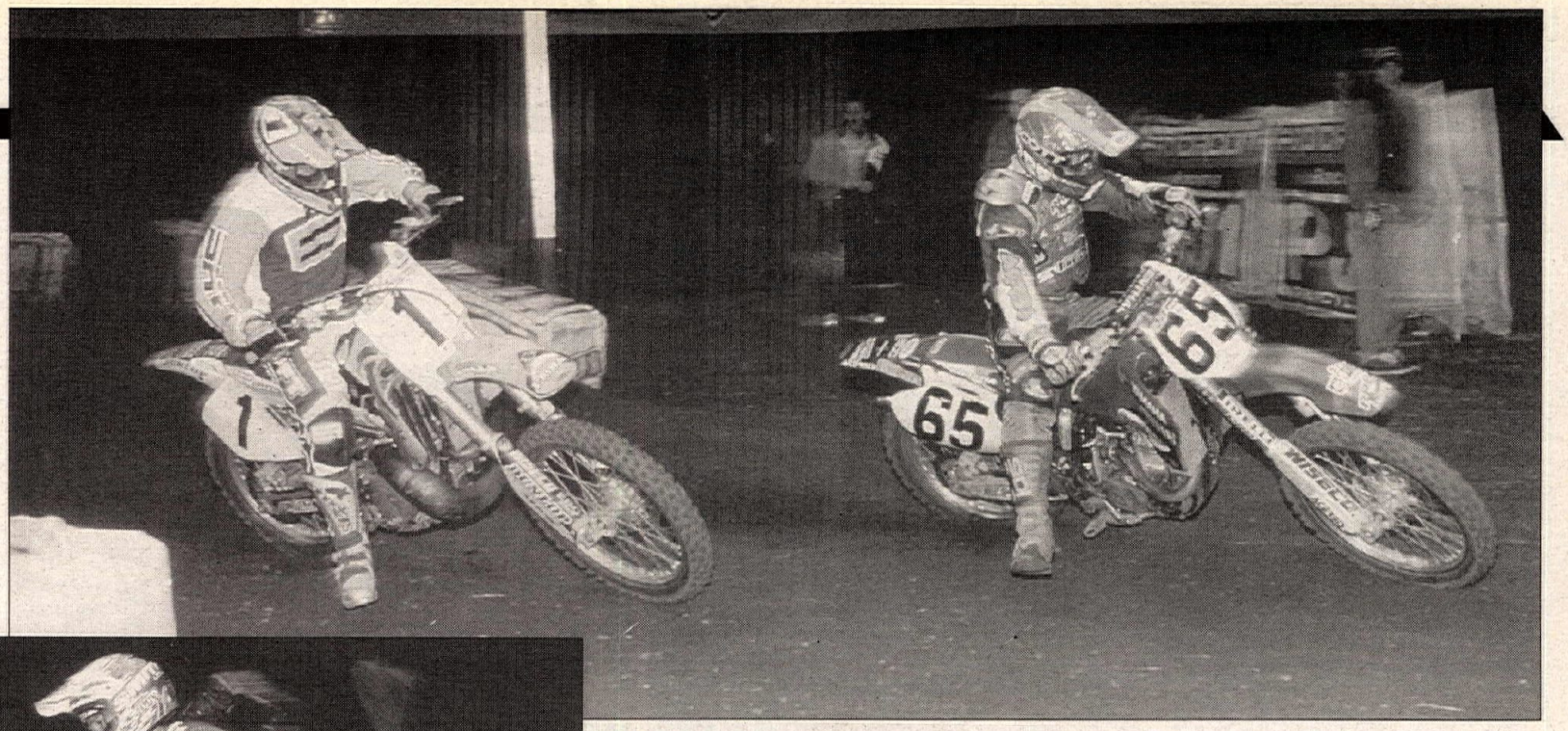
Antunez appeared to have control of the race until he stepped off at the end of a set of double jumps. With Antunez on the ground, Willoh gladly moved into the lead spot, where he stayed for the remainder of the race.

"I tried just to let the race happen," said race winner Willoh. "Rand ran good for a while, but I think Antunez pushing him made him make too many mistakes. I was surprised to see Antunez on the ground. He's been strong all night, but I've been there (on the ground) before, too."

Antunez got back on the bike to finish eighth.

(Above) Defending champ Buddy Antunez (1), here on the inside of Jeromy Buehl (5) and Ty Wallace (65), was unstoppable in the 125cc class, winning both mains. (Left) Jeff Willoh (48) was just as successful as Antunez. Willoh won the 250cc main both nights. Here, Willoh leads Tom Hofmaster (14) and Cliff Palmer (3).

(Right) Wallace (65) had his best Arenacross finish Saturday night when he took second in the 125cc main. Here, YZ400F-mounted Wallace dices with Antunez in the 250cc class. (Below) Denny Stephenson (4) mixes it up with Palmer in Saturday's 250cc main. He finished fifth. (Below right) Palmer (3) continued to hold on to his series points lead with consistent finishes in New York.



Palmer, who suffered from a bad start, worked all race long to get around Wallace, Stephenson and Rand, finally finishing in second. Wallace picked up his pace to take third, his first podium finish of the series.

"I had a blast," Wallace said.

SATURDAY

Antunez rocketed his Suzuki to the lead in the 125cc main. Hofmaster, Wallace, Rand, Stephenson and Buehl battled back and forth, probing one another for any weakness or miscue. Series leader Cliff Palmer got jostled at the start and dropped back quickly. Palmer regained his composure and set out after the front-runners, making passes on each lap of the 16-lap main. He ended up fourth by race's end.

Wallace stuffed his borrowed YZ125 into second, ahead of young Hofmaster, who worked his way backward throughout the pack for the remainder of the race. Things got worse for Hofmaster when Stephenson tangled with him and both riders were sent crashing to the arena floor.

The scariest crash of the race occurred when Willoh cased a hay bale while trying to make a pass. He got up unhurt to finish seventh.

The race ended with Antunez in first and the ever-improving Wallace in second, marking Wallace's best arenacross finish ever. Jeromy Buehl finished a solid third.

"I finally got a holeshot," Antunez stated. "My Ed Longacre-tuned Suzuki was working great and my RG3 suspension was working great, too. I just put my head down and did what I had to do. I rode as fast as I could."

Wallace was excited about his second podium finish of the weekend.

"I'm really happy to be here (on the podium)," gushed Wallace. "I'm building some momentum in this arenacross stuff. I got messed up with some lappers a little bit, but it's a privilege for me to be here."

"It was pretty tough," said third-place man Jeromy Buehl. "I felt like I was battling the whole time out there. Things were just going crazy. I didn't even realize I was in third until it was over. I'm happy to be on the podium."

The same gang of riders lined up with blood in their eyes and thunder in their hearts for the 250cc main. The bigger bikes reached the first turn in short order, with Wallace pulling a massive "Doug Henry" holeshot on his booming YZ400. Wallace rode the race of his life for eight of the 16 laps, pulling away from the pack before a slight miscue allowed eventual winner Willoh to pass in a corner. Wallace's focus was broken and he crashed trying to repass Willoh. The four-stroke pilot got up and soldiered on to take a well-deserved sixth place, but not before battling it out with Antunez and Palmer.

After losing the lead to Willoh, Wallace held off Antunez for four laps before the number-one plate holder found a way into second. Next on Wallace's tail were Buehl and Palmer, who stepped up to get in their digs at Wallace. The Yamaha ace bobbled and ran off the track with a little help from another rider.

Meanwhile, Willoh was riding smoothly and almost unnoticed in the madness of the moment. Making quick and efficient passes on the lappers, Willoh again saluted the crowd as he sailed over the finish-line jump, taking the checkered flag. Second place went to Antunez and third place was owned by Buehl.

Palmer held on for fourth, trying to keep Antunez from gaining any more points on him. Stephenson finished fifth, one spot ahead of Wallace.

In his first attempt at the series, Willoh is getting ever so close to Palmer and Antunez in the points chase.

"I appreciate it," said Willoh at the finish line. "My Honda worked great. My mechanic, Todd Ramsey, had the bike working well all night. It feels great."

Not to be outdone by Willoh, Antunez gained some points on Palmer with both of his 125cc main-event wins.

"My Primal Impulse RG3 Suzuki was working great," said Antunez. "I made a couple of mistakes when I got hung up on some lappers, but I tried to push up there at the end. I wish I had a couple more laps. I would've loved to get a chance at Jeff (Willoh)."

"Once again, I felt good," said Buehl, who sits fourth in points. "It was a tough race. There were just people flying everywhere. I just tried to do the best I could and keep the rubber side down and the shiny side up." CN

Long Island Nassau Coliseum
Uniondale, New York
Results: January 8-9, 1999
(Rounds 13 & 14 of 34)

Friday

125 PRO (15 riders, 16 laps): 1. Buddy Antunez (Suz); 2. Jeff Willoh (Hon); 3. Cliff Palmer (Kaw); 4. Denny Stephenson (Hon); 5. Jeromy Buehl (Hon); 6. Tom Hofmaster (Suz); 7. Tom Welch (Suz); 8. Greg Rand (Kaw); 9. Ty Wallace (Yam); 10. Jim Chester (Suz); 11. David Kratz (Suz); 12. Erik Janssen (Suz); 13. Rob Abram (Yam); 14. Joshua Sterritt (Suz); 15. Eric Reilly (Suz).

250 PRO (15 riders, 16 laps): 1. Jeff Willoh (Hon); 2. Cliff Palmer (Kaw); 3. Ty Wallace (Yam); 4. Jeromy Buehl (Hon); 5. Denny Stephenson (Hon); 6. Greg Rand (Kaw); 7. Jim Chester (Suz); 8. Buddy Antunez (Suz); 9. Tom Welch (Suz); 10. Tom Hofmaster (Suz); 11. Rob Abram (Yam); 12. Tony Pedone (Kaw); 13. Erik Janssen (Suz); 14. Clint Exposito (Hon); 15. Robert Walton (Hon).

DFC: 1. Denny Stephenson (Hon); 2. Jeromy Buehl (Hon); 3. Greg Rand (Kaw); 4. Buddy Antunez (Suz); 5. Jim Chester (Suz).

JUMP-OFF: 1. Jeff Willoh (Hon).

Saturday

125 PRO (15 riders, 16 laps): 1. Buddy Antunez (Suz); 2. Ty Wallace (Yam); 3. Jeromy Buehl (Hon); 4. Cliff Palmer (Kaw); 5. Greg Rand (Kaw); 6. Jim Chester (Suz); 7. Jeff Willoh (Hon); 8. Tom Hofmaster (Suz); 9. Tom Welch (Suz); 10. Denny Stephenson (Hon); 11. Rob Abram (Yam); 12. Erik Janssen (Kaw); 13. Mark Waldele (Kaw); 14. Duane Kleppe (Kaw); 15. Tony Pedone (Kaw).

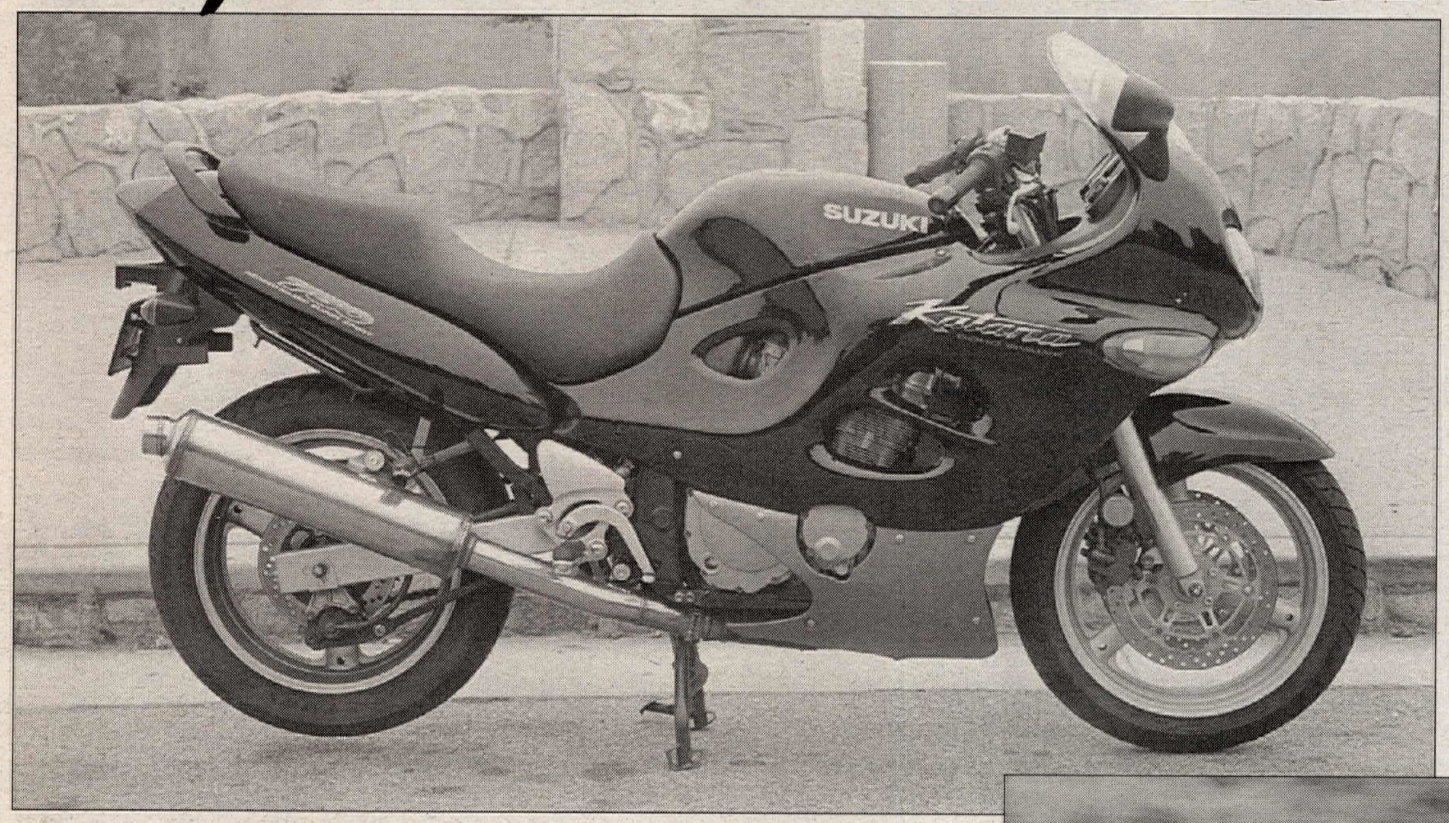
250 PRO (15 riders, 16 laps): 1. Jeff Willoh (Hon); 2. Buddy Antunez (Suz); 3. Jeromy Buehl (Hon); 4. Cliff Palmer (Kaw); 5. Denny Stephenson (Hon); 6. Ty Wallace (Yam); 7. Greg Rand (Kaw); 8. Jim Chester (Suz); 9. Tom Hofmaster (Suz); 10. Tom Welch (Suz); 11. Rob Abram (Yam); 12. Erik Janssen (Suz); 13. Thomas Cole (Kaw); 14. Jonathan Barber (Kaw).

DFC: 1. Jeff Willoh (Hon); 2. Ty Wallace (Yam); 3. Cliff Palmer (Kaw); 4. Jeromy Buehl (Hon); 5. Denny Stephenson (Hon).

JUMP-OFF: 1. Jeff Willoh (Hon).

AMA/PJ1 National Arenacross Series Point Standings (After 14 of 34 rounds): 1. Cliff Palmer (431/6 wins); 2. Buddy Antunez (406/3); 3. Jeff Willoh (399/6); 4. Jeromy Buehl (367/2); 5. Denny Stephenson (350/1); 6. Greg Rand (301/1); 7. Chad Pederson (282/4); 8. Ty Wallace (260); 9. Jim Chester (237); 10. Tom Hofmaster (225); 11. Brad Woolsey (124); 12. Heath Voss (124/2); 13. Charlie Bogard (114).

10,000 miles later



By Kit Palmer

It might not be a big deal with cars, but turning the big 10 grand on motorcycles is usually considered a major milestone. At least that's how we felt when reaching that momentous occasion on our 1998 Suzuki Katana 750 test bike, a bike that doesn't come to mind right away when you think of piling on the mileage. We can't, however, take credit for all 10,000 of those miles, since we took delivery of the '98 Katana with a few thousand miles already on it, but we were nonetheless sitting on the bike's seat when all those zeroes came up.

Most of the miles we put on the Katana have been heavy-duty freeway-commuting miles, logged mostly by yours truly. The Katana and I have been through a lot together: hot weather, cold weather, dry weather and wet weather. We've spent many hours on the freeways, lane splitting, and in stop-and-go traffic. On occasion, we've excused ourselves from the insanity of rush-hour traffic to take the longer, back way home in favor of twisty roads through the canyons. Through it all, the Katana never let me down. In fact, the Suzuki held up extremely well, and, to make matters even better, I never got tired of riding the bike, though I did get tired of wishing for a "seventh" gear. The Katana is a little "revvy" at cruising speeds.

Overall, the Katana still feels taught and did not develop new vibrations or rattles along the way. Only recently did the motor acquire a slight but irritating valve tick and the brakes (which are still relying just fine on the original pads) an inconspicuous squeal. Otherwise, the seat is still firm, shifting is still precise and light, and the clutch still has good feel. If it weren't for the odometer, one would be hard-pressed to tell that our Katana has "turned over."

During the past six or seven months, we've come to truly appreciate what the Katana 750 has to offer. The bike first impressed us with its user-friendly but lively motor, good-handling chassis, and extreme comfort; we can now say that the Katana impresses us even more by how well it stands up to day-in and day-out use. CN

The Katana 750 is a great everyday kind of bike, offering a good mix of performance, comfort and durability. And Suzuki offers the Katana for only around $7000. What a deal.

Magic power

By Matt Freeman

You might recall that in our 1999 125cc Shootout issue (January 13, 1999: Number 1), we criticized the KX125's motor for being a little sluggish, so to speak, and falling short when it came to top-end power. Some of our testers even felt that the KX needed more power everywhere, while others felt it came out of corners fast and was snappy off the bottom but still complained about its top speed, or lack thereof. Others felt that the midrange power was there but overall was just too hard to keep on the pipe. To quote our shootout, "It's not that the KX doesn't make power; in fact, it does, but the window of opportunity is very narrow."

For the new year, we popped the cork off the KX by mounting up a Pro Circuit Works pipe and a Factory Sound silencer. By doing so, we blew the window of opportunity wide open with power - not decibels. Pro Circuit definitely did their homework with their '99 design, because the smooth KX power is still at hand but with significantly more power across the board. The motor's bottom end now hits harder and revs quicker, which is a nice improvement over the stocker, especially the added revs. More importantly than these things, however, is that the top end comes alive with the Pro Circuit exhaust setup.

On the high-speed Glen Helen Raceway National track, for example, the KX in stock form feels wimpy on long straightaways. Previously, we added a tooth to the rear sprocket so the motor could keep up with itself. With the Pro Circuit pipe and silencer in place, on the same track, the KX not only goes much faster, it easily pulls its original 48-tooth rear sprocket.

Both pipe and silencer bolt up sanitary, and another added bonus is that, according to Pro Circuit's Mitch Payton, there is no rejetting required, to which we can attest. Simply put, not many motocrossers come alive with just the assistance of a pipe and silencer like the KX125 does with the help of the Pro Circuit Works pipe and Factory Sound silencer. CN

Pro Circuit Works pipe $191
Pro Circuit Factory Sound silencer $95

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Horton earns the loot

By Barbara Williams
Photos by Loren Williams

ASHEVILLE, NC, JAN. 1-2

Team Moto Planet's Robbie Horton was the hottest rider on the track for rounds five and six of the AMA Victory Sports Indoor Winter Motocross Series, held at the Western North Carolina Ag Center in North Carolina. Horton racked up three wins out of a possible four and took home $1750 from the Pro purse.

Mike Katin's Pro Circuit-tuned Suzukis, however, gave Horton some stiff competition, while Jim Neese and Jon Boruff were in the mix of things as well. Friday's large number of entries forced multiple qualifiers in several classes, including the 125cc A class.

Ignoring the weather forecasts warning of freezing rain, a festive New Year's Day crowd filled the stadium as they braved the elements in anticipation of another great show in the Pro classes. Horton and crew did not disappoint them. Katin headed the field through turn one, crowded by Horton, Boruff, Neese and William Wilson. Intense pressure, however, finally got the best of Katin, as Horton slipped past him and into the lead. Later, Boruff and Neese also sneaked by.

While Horton hared off to the win, Boruff held off Neese's determined challenges for second all the way to the checkers, with only inches to spare. Hard on Neese's fender, Katin ran out of time for a pass and had to settle for fourth, just in front of Wilson.

Boruff absconded with the holeshot in Friday's 250cc A main, flanked by Katin and Charlie Dunaway aboard his new Yamaha. Horton and Neese were squeezed to the middle of the pack and began the march to the front, picking off riders one by one.

Eventually, Horton and Neese emerged at the front of the field and kicked in the afterburners to give themselves a little room in which to maneuver. Neese hammered on the door, but Horton had it locked tight and took his second win of the evening.

Dunaway, Katin and Boruff duked it out for third, with a little Todd Bennick mixed in for interest. Dunaway came out ahead at the final flag, with the top five filled out by Katin and Boruff.

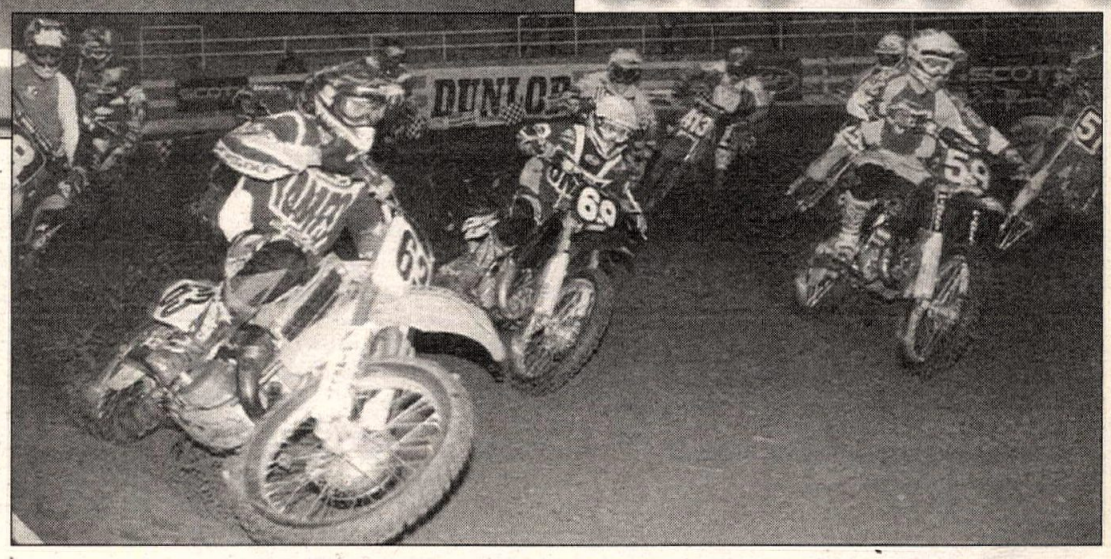
During the day on Saturday, the predicted freezing rain showed up, bringing with it sleet, snow and ice. Not surprisingly, many riders opted to hit the road for home, but the ones who stayed proved they were there to race.

Katin took the 125cc A lead, with Horton, Neese, Hans Neel, Wilson and Team Green's Josh Capps following in an angry little knot. Lap after lap, Horton looked for an opening to take the lead, and with three laps to go, he found it.

Horton was riding strong, giving Katin no time to make a comeback. Katin had to settle for second.

Neel rode brilliantly, holding off Crisp, Wilson, Boruff and Capps for the third spot. Neese suffered a hard get-off in the reworked whoops and limped to the finish after getting up slowly.

Regardless of the tight racing earlier in the day, it appeared that the Pro racers had saved their best efforts for last. In the 250cc A main-event start, Katin, Neese and Horton took the first turn side by side, and for the rest of the race they were never more than five feet apart. Neese showed no ill effects from his earlier 125cc A crash, getting more aggressive as the laps ticked off. Although Katin refused to give up the lead, Neese was just as adamant about the second slot, keeping Horton in third, in spite of many attacks from the Moto Planet warrior.



(Above) Robbie Horton won three of four Pro races at rounds five and six of the Victory Sports Indoor Winter Series. (Right) Mike Katin (63), Jim Neese (69), and Robbie Horton (59) lead the pack at the start of Saturday's 125cc main event.

Paul Justus, Capps, Brian Lane, Boruff and Nicholas Burns presented a fine battle of their own that would have been great to watch all by itself if not for the war among the top three going on out in front. Justus and Capps traded racing insults until there were only two laps to go, when Justus fell in the same section of whoops that had earlier claimed Neese.

With the pressure from Justus off, Capps was free to take a relatively easy fourth-place finish. Boruff had jammed a finger in the 125cc A main, and he backed off to let Lane pass rather than risk a crash. **CN**

Western North Carolina Ag Center
Asheville, North Carolina
Results: January 1-2, 1999 (Rounds 5 & 6)

Friday

50 (4-6): 1. Ian Trettel (Cob); 2. Cody Robbins (Cob); 3. Garret Toth (Cob); 4. Dustin Chandler (Cob); 5. Trevor Brown (Cob).

50 (7-8): 1. D.J. Ellis (Cob); 2. Bradley Bunch (Cob); 3. Patrick Johnson (KTM); 4. Mark Meiterman (Cob); 5. Tyler Bowman (KTM).

50 SHAFT: 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Tres Waldroop (Yam); 4. Michel Meiterman (Yam); 5. David Clark (Yam).

65 (7-9): 1. Zach Osborne (KTM); 2. Matthew Mashburn (Kaw); 3. D.J. Ellis (KTM); 4. Madison Hambright (Kaw); 5. Tyler Bright (KTM).

65 (10-11): 1. Harris Altman (KTM); 2. Phillip Ivers (Kaw); 3. Thomas Blackstock (Kaw); 4. Jared Tuten (Kaw); 5. Michael Brett Slater (KTM).

80 BEG: 1. Kyle Paxton (Hon); 2. Jerry Mashburn (Kaw); 3. Casey Shaw (Hon); 4. Lori Zimmerman (Suz); 5. Casey Rice (Yam).

JR MINI: 1. Zach Osborne (KTM); 2. Harris Altman (Suz); 3. Phillip Ivers (Suz); 4. Eric Dudley (Kaw); 5. Jared Tuten (Kaw).

85 (12-13): 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Blake Arrowood (Hon); 4. Joshua Ervin (Hon); 5. Curtis Dyer (Suz).

85 (14-15): 1. Justin Jones (Yam); 2. Brandon Durbeck (Yam); 3. Casey Rice (Yam); 4. Justin Humphries (Kaw); 5. J.C. Allison (Suz).

S/MINI: 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Justin Jones (Yam); 4. Blake Arrowood (Hon); 5. James Lang (Hon).

125 A: 1. Robbie Horton (Yam); 2. Jon Boruff (Suz); 3. Jim Neese (Yam); 4. Mike Katin (Suz); 5. William Wilson (Yam).

125 B: 1. Danny Smith (Suz); 2. Joseph LeMaster (Yam); 3. Aaron Ellenburg (Yam); 4. J.T. Smith (Hon); 5. Brandon Langdon (Yam).

125 C: 1. Dwane Mitchell (Yam); 2. T.J. Fairbanks (Suz); 3. Terrell Collins (Suz); 4. Jarrod Davis (Hon); 5. Justin Lowery (Hon).

125 D: 1. Casey Strickland (Hon); 2. Michael Branham (Hon); 3. Jason Jones (Yam); 4. Keith Parker (Suz); 5. Dustin Ledford (Yam).

250 A: 1. Robbie Horton (Yam); 2. Jim Neese (Yam); 3. Charles Dunaway (Yam); 4. Mike Katin (Suz); 5. Jon Boruff (Suz).

250 B: 1. Josh Clark (Hon); 2. Shane Hager (Kaw); 3. Aaron Ellenburg (Yam); 4. Shane Fox (Suz); 5. Jackson Vick (Hon).

250 C: 1. John Guker (KTM); 2. Roy Dennie (Suz); 3. Ted Osborne Jr. (KTM); 4. Danny Reilly (Kaw); 5. Kyle Henson (Suz).

250 D: 1. Josh Mullinax (Hon); 2. Chris Boyle (Suz); 3. Donnie Howard (Yam); 4. Shawn Singleton (Hon); 5. Jeremy Wilcox (Yam).

25+: 1. John Fann (Kaw); 2. Chris Withers (Hus); 3. Frankie Mullinax (Hon); 4. Shane Fox (Suz); 5. Steve Winters (Kaw).

30+: 1. W. David Eller (Kaw); 2. Michael Tolliver (Hon); 3. Edward Johnson (Hon); 4. Danny Reilly (Kaw); 5. Jeff Elkins (Kaw).

U/L AM: 1. Josh Clark (Hon); 2. Danny Smith (Suz); 3. J.T. Smith (Hon); 4. Marty Smith (Kaw); 5. Kyle Justice (Suz).

U/L C/D: 1. Matthew Morretz (Suz); 2. John Guker (KTM); 3. T.J. Fairbanks (Suz); 4. Greg Thompson (Hon); 5. Michael Johnson (Kaw).

Saturday

50 (4-6): 1. Garret Toth (Cob); 2. Ian Trettel (Cob); 3. Cody Robbins (Cob); 4. Dustin Chandler (Cob); 5. Colton Tickle (Cob).

50 (7-8): 1. Bradley Bunch (Cob); 2. D.J. Ellis (Cob); 3. Michel Meiterman (Cob); 4. Patrick Johnson (KTM); 5. Kyle Regal (KTM).

50 SHAFT: 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Tres Waldroop (Yam); 4. David Clark (Yam); 5. Chris Goodman (Yam).

65 (7-9): 1. Zach Osborne (KTM); 2. Matthew Mashburn (Kaw); 3. Zackary Alvear (Kaw); 4. D.J. Ellis (KTM); 5. Casaundra Regal (Kaw).

65 (10-11): 1. Harris Altman (KTM); 2. Phillip Overs (Kaw); 3. Chase Beck (KTM); 4. Michael Brett Slater (KTM); 5. Jared Tuten (Kaw).

80 BEG: 1. Casey Rice (Yam); 2. Lori Zimmerman (Suz); 3. Steven White (Kaw); 4. John Johnson (Hon); 5. Jeffrey Coates (Yam).

JR MINI: 1. Zach Osborne (KTM); 2. Phillip Ivers (Suz); 3. Chase Beck (KTM); 4. Matthew Mashburn (Kaw); 5. Jerry Mashburn (Kaw).

85 (12-13): 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Blake Arrowood (Hon); 4. James Lang (Hon); 5. Curtis Dyer (Suz).

85 (14-15): 1. Justin Jones (Yam); 2. Freddy Rowe (Hon); 3. J.C. Allison (Suz); 4. Justin Humphries (Kaw); 5. Brandon Durbeck (Yam).

S/MINI: 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Blake Arrowood (Hon); 4. Justin Jones (Yam); 5. Bradley Richard (Suz).

125 A: 1. Robbie Horton (Yam); 2. Mike Katin (Suz); 3. Hans Neel (Hon); 4. Troy Crisp (Suz); 5. William Wilson (Yam).

125 B: 1. Danny Smith (Suz); 2. Joseph LeMaster (Yam); 3. J.T. Smith (Hon); 4. Aaron Ellenburg (Yam); 5. Shane Fox (Suz).

125 C: 1. Bradley Robertson (Yam); 2. Justin Lowery (Hon); 3. Dwane Mitchell (Yam); 4. Steven Durick (Kaw); 5. Donnie Allison (Yam).

125 D: 1. Michael Branham (Hon); 2. Daniel Goulds (Hon); 3. Justin White (Yam); 4. Sonny Morabito; 5. Jeffrey Sparks (Hon).

250 A: 1. Mike Katin (Suz); 2. Jim Neese (Yam); 3. Robbie Horton (Yam); 4. Joshua Capps (Kaw); 5. Brian Lane (Yam).

250 B: 1. Aaron Ellenburg (Yam); 2. Shane Fox (Suz); 3. Matthew Withrow (Yam).

250 C: 1. Jason Rowe (Yam); 2. Lester Partlow (ATK); 3. Ted Osborne Jr. (KTM); 4. Daniel Reese (Hon); 5. Danny Reilly (Kaw).

250 D: 1. Ray Taylor (Suz); 2. Ricky Smith (Suz); 3. Chris Pena (Suz); 4. Gabe Kirkpatrick (Kaw); 5. John Martin (Yam).

25+: 1. Shane Fox (Suz); 2. Robbie King (Hon); 3. Chris Withers (Hus); 4. W. David Eller (Kaw); 5. Jon Waggoner (Kaw).

30+: 1. Daniel Travis Bell (Suz); 2. David Tucker (Suz); 3. W. David Eller (Kaw); 4. Danny Reilly (Kaw); 5. Jeff Elkins (Kaw).

U/L AM: 1. Kyle Justice (Suz); 2. Bradley Robertson (Yam); 3. Jeremiah Kirkland (Yam); 4. J.T. Smith (Hon); 5. Danny Smith (Suz).

U/L C/D: 1. John Guker (KTM); 2. Travis Collins (Yam); 3. Jeff Durham (Yam); 4. Matthew Morretz (Suz); 5. Kevin Wilson (Yam).

Chaparral U.S. AMA Pro-Am Championship

Levey sweeps Pro-Am

(Left) Jonathan Levey took the Vet Intermediate honors at the Chaparral U.S. AMA Pro-Am Championship, held at Glen Helen Raceway. Levey won both class motos on Saturday and then topped the class in Sunday's grand prix event. (Above) Kyle Smith won the Pee Wee Modified (0-6) class on both days of competition.

By Beth and Bob LaRock

SAN BERNARDINO, CA, DEC. 26-27

The Chaparral U.S. AMA Pro-Am Championship brought together amateur racers from seven western states including Hawaii and Kansas to compete in the warm winds at Glen Helen Raceway. According to Vet Intermediate racer Jonathan Levey, the weather was perfect and the track was perfect. Now all he needed to do was "get the lead and try to stay cool." The plan worked for Levey, as he swept the weekend with 1-1-1 finishes.

The Pro-Am weekend was a combination of motocross on Saturday (the day after Christmas), a grand prix race on Sunday morning, and the Pro Invitational Supercross race on Sunday afternoon (covered in *Cycle News*, January 13, 1999). In the amateur races, the overall standings were a combination of points from the motocross and grand prix races.

When asked about racing the day after Christmas, Levey said, "I went (riding) yesterday, Christmas Day - one step ahead of most of the other guys out here."

Levey also gave up the chance to join in a family vacation in Las Vegas for the opportunity to race in the Pro-Am.

The 10 Vet Intermediate riders came out in the same gate as the Vet Experts. In the first moto, Vet Expert Chad Blough seized the holeshot. Vet Intermediates Levey, Robbie James and Jerry Jetton were close behind. By the time the racers had reached the spectator jumps on lap three, Levey had taken the lead and Blough had fallen back to fourth. Levey maintained a consistent lead over the rest of the pack while the riders in second, third and fourth battled for position.

On lap four, Jetton passed James for second. Blough then charged his way past James, and on the white-flag lap Blough pushed Jetton wide in a turn, which placed Blough in second.

Levey finished the moto with a 10-second lead over Blough, Jetton and James.

After the moto, Levey admitted, "It was tough in the start - a couple guys almost had me."

James captured the holeshot in moto two, with Blough and Nathan Pittman on his back tire. As the riders came over Animal Leap, Pittman had taken second away from Blough, but Blough quickly regained the number-two position.

Levey started the moto in sixth, but by the time the riders reached the spectator doubles on lap one, Levey had charged his way through the pack to third. Levey passed Blough to take second on lap two. Maintaining his momentum, Levey squeezed to the inside of the finish-line turn to pass James for first. Levy quickly developed a five-second lead over James. Blough lost one more position to Greg Pierce on lap three, putting him back in fourth.

By the white-flag lap, Levey had again put 10 seconds between himself and the rest of the field. James commanded second, with Pierce and Blough following.

On Sunday, Levey admitted that he usually does not race in grand prix events, but his friends convinced him that he should compete after his success on Saturday.

Levey challenged the rest of the field of 16 Intermediate riders to catch him after taking the holeshot in the grand prix. Duane Potts and Jetton pursued the leader through the desert. Brian Calhoun came up through the field and passed Jetton to take third in lap two.

Levey said he felt Potts daring him to make a mistake in laps three through six.

"He'd push me in the desert section," said Levey.

Levey persevered and by lap eight he had developed a 25-second lead.

Potts fell back to fourth on lap 10. Jetton and Calhoun held on to second and third. At the finish line, Levey came in first, ahead of Jetton, Calhoun and Potts.

"I tried hard to get the start; it's so dangerous in the middle of the pack," Levey said following the race. "You can go fast for a long time if you just relax." **CN**

Glen Helen Raceway
San Bernardino, California
Results: December 26-27, 1998

Friday

P/W: 1. Ryley Murphy (Yam); 2. Sean Renshaw (Yam); 3. Chad Smith; 4. Conor Olson (Suz).

P/W MOD (0-6): 1. Kyle Smith (Kaw); 2. Tommy Aguino (Kaw); 3. Bryce Stewart (Kaw); 4. Chris Ploutte (KTM); 5. Johnny Jelderda (Lem).

P/W MOD (7-9): 1. Donnie Kearney (Kaw); 2. Tylor Hemme (Kaw); 3. Corey Bernatz (KTM); 4. Richard Sterling (KTM); 5. Marcus Carillo (Lem).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Travis Christensen (Kaw); 3. Trent Pugmire (Kaw); 4. Sean Hayes (KTM); 5. Casey Huntley (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Robert Memoli; 3. Ryan Villapoto (Kaw); 4. Justin Mulford (Kaw); 5. Vinny Ramirez (KTM).

80 BEG: 1. Weston Peick (Suz); 2. Jason Luffel (Yam); 3. Mitch Maxwell (Hon); 4. Gregory Bacon (Hon); 5. Jimmy Gonzalez (Yam).

80 NOV: 1. Chris Chevrette (Suz); 2. Pablo Quintanilla (Kaw); Chris Blose (Yam); 4. Jeff Alessi (Kaw); 5. Jared Minor (Hon).

80 INT: 1. Sean Collier (Kaw); 2. Mike Alessi (Kaw); 3. Cale Wallace (Yam); 4. Kelly Tedder (Suz); 5. Brent Line (Yam).

80 EX: 1. Michael Blose (Yam); 2. Nick Alvarez (Hon); 3. Dylan Lord (Kaw); 4. Erik Meyer (Yam); 5. Matthew Burris (Yam).

125 BEG: 1. Mike Davis (Yam); 2. Brad Huth (Yam); 3. Ryan Bacon (Suz); 4. Tyler Renshaw (Kaw); 5. Jason Meadows (Hon).

125 NOV: 1. Kurt Caselli (Kaw); 2. Richie Owens (Yam); 3. Kane Jameson (Yam); 4. Danny Cooper (Yam); 5. Clyde Adams (Yam).

125 INT: 1. Sean Hamblin (Yam); 2. Chris Sprenkel (Suz); 3. Dusty Walter (Yam); 4. Kevin Townsend (Suz); 5. Ross Garcia (Yam).

125 PRO: 1. Bryan McGavran (Yam); 2. Tim Langdon (Kaw); 3. Mike Corder (Kaw); 4. Bobby Fitch (Yam); 5. Scott Burris (Yam).

250 BEG: 1. Brett Daugherty (Yam); 2. Ken Kinnucan (Yam); 3. Mike Mohr (Yam); 4. Jeremy Johnson (Yam).

250 NOV: 1. Kory Ellis (Yam); 2. Jonathan Schultz (Yam); 3. Kris Lavoie (Yam); 4. Luis Vasquez (Kaw); 5. Brian Walker (Kaw).

250 INT: 1. Kevin Townsend (Suz); 2. D.J. Umphres (Yam); 3. Nick Brown (Suz); 4. Brian Shaleen (Yam); 5. Brandon Milstead (Suz).

250 PRO: 1. Bryan McGavran (Yam); 2. Mike Corder (Kaw); 3. Matt Kurlsen (Yam); 4. Alberto Zamora (Hon); 5. Brian Beach (Yam).

JR VET BEG: 1. Rob McGee (Hon); 2. Josh Blackburn (Yam); 3. Morgan Secor (Hon); 4. Cliff Huxley (Hon); 5. Jeffrey Paul (Kaw).

JR VET NOV: 1. Jason Lowther (Yam); 2. Dal Trubey Jr. (Kaw); 3. Matt Freeman (Suz); 4. Traci Fleming (Yam); 5. Craig Hunter (Yam).

JR VET INT: 1. Philip Johnson (Kaw); 2. Jonathan Levey (Yam).

JR VET EX: 1. Alex Zapata (Yam).

VET BEG: 1. Roger Hampton (Suz); 2. Rich Mihalic (Hon); 3. Ken Kinnucan (Yam); 4. Bonnie Warch (Yam); 5. Andrew Horton (Hon).

VET NOV: 1. Dirk Davidow (Kaw); 2. Kenny Maddox (Yam); 3. Jeff Ealy (Suz); 4. C.T. Falk (Yam); 5. Matt Morgan (Suz).

VET INT: 1. Jonathan Levey (Yam); 2. Robbie James (Yam); 3. Greg Pierce (Yam); 4. Jerry Jetton (Yam); 5. Nathan Pittman (Yam).

VET EX: 1. Chad Blough (Suz); 2. Doug Yarnell (Yam).

SR NOV: 1. Gary Chaidez (Hon); 2. Jeffrey Arzosman (Yam); 3. Karl Holmberg (Hus); 4. Steve Jackson (Yam); 5. Mark Stice (Hon).

SR INT: 1. Kirk Bassett (Yam); 2. Jason Yodogawa (Yam).

SR EX: 1. Bob Maxwell (Hon); 2. Larry Morton (Yam); 3. Tom Baugh (Suz).

WMN BEG: 1. Kelly Renshaw (Kaw); 2. Bridgette Carrillo (Yam).

WMN NOV: 1. Shay Garcia (Hon); 2. Tarrah Johnson (Yam).

WMN INT: 1. Laura Little (Hon).

WMN EX: 1. Traci Fleming (Yam); 2. Kelly Yancey (Kaw); 3. Bonnie Warch (Yam).

4-STRK BEG: 1. Robert Moruzzi (Yam).

4-STRK NOV: 1. Rex Easley Jr. (Yam); 2. Mark Moore (Yam).

4 STRK INT: 1. Kelly Yancey (Kaw).

OPEN NOV: 1. Jason Bassett (Yam); 2. Rocky Hash (Hon); 3. Kenny Potter (Hon).

Overall: Combined Motocross and Grand Prix Results

P/W: 1. Sean Renshaw (Yam); 2. Ryley Murphy (Yam).

P/W MOD (0-6): 1. Kyle Smith (Kaw); 2. Tommy Aguino (Kaw); 3. Johnny Jelderda (Lem); 4. Chris Ploutte (Kaw); 5. Bryce Stewart (Kaw).

P/W MOD (7-9): 1. Donnie Kearney (Kaw); 2. Tylor Hemme (Kaw); 3. Kyle Mason (Kaw); 4. Richard Sterling (KTM); 5. Marcus Carillo (Lem).

60 (0-8): 1. Jeff Alessi (Kaw); 2. Travis Christensen (Kaw); 3. Jake Hulett (Kaw); 4. Richard Sterling (Kaw); 5. Chapman Fiene (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Justin Mulford (Kaw); 3. Vinny Ramirez (KTM); 4. Matt Harrison (KTM); 5. Brian Hiner (Kaw).

80 BEG: 1. Weston Peick (Suz); 2. Mitch Maxwell (Hon); 3. Gregory Bacon (Hon); 4. Kris Paluzzi (Yam); 5. Patrick Pennington (Suz).

80 NOV: 1. Chris Chevrette (Suz); 2. Jared Minor (Hon); 3. Andrew Petrie (Kaw); 4. Robert Memoli (Yam); 5. Sean Borkenhagen (Kaw).

80 INT: 1. Cale Wallace (Yam); 2. Sean Collier (Kaw); 3. Kelly Tedder (Suz); 4. Brent Line (Yam); 5. Daniel Taft (Kaw).

80 EX: 1. Dylan Lord (Kaw); 2. Nick Alvarez (Hon); 3. Erik Meyer (Yam); 4. Matthew Burris (Yam); 5. Daryl Eckland (Yam).

125 BEG: 1. Mike Davis (Yam); 2. Brad Huth (Yam); 3. Ty Renshaw (Kaw); 4. A.J. Cornelius (Suz); 5. Ryan Landstrom (Yam).

125 NOV: 1. Kurt Caselli (Kaw); 2. Richie Owens (Yam); 3. Danny Cooper (Yam); 4. Clyde Adams (Yam); 5. Adam Burris (Yam).

125 INT: 1. Chris Sprenkel (Suz); 2. Kevin Townsend (Suz); 3. Ross Garcia (Yam); 4. Sean O'Connor (Yam); 5. Nick Beaver (Suz).

125 PRO: 1. Scott Burris (Yam).

250 BEG: 1. Jeremy Johnson (Yam); 2. Mike Mohr (Yam).

250 NOV: 1. Kris Lavoie (Yam); 2. Brian Walker (Kaw); 3. Chaz Smith (Yam); 4. Luis Vasquez (Kaw); 5. Rob Lelm (Kaw).

250 INT: 1. Kevin Townsend (Suz); 2. D.J. Umphres (Yam); 3. Nick Brown (Suz); 4. Brian Shaleen (Yam); 5. Jozef Deutsch (Yam).

JR VET BEG: 1. Morgan Secor (Hon).

JR VET NOV: 1. Dal Trubey Jr. (Kaw); 2. Traci Fleming (Yam); 3. Craig Hunter (Yam).

JR VET INT: 1. Philip Johnson (Kaw).

JR VET EX: 1. Alex Zapata (Yam).

VET BEG: 1. Rich Mihalic (Hon); 2. Ken Kinnucan (Yam); 3. Roger Hampton (Suz); 4. Glenn De La Torre (Suz); 5. Bonnie Warch (Yam).

VET NOV: 1. Kenny Maddox (Yam); 2. Matt Morgan (Suz); 3. Tommy Leone (Hon); 4. Robert Werschey (Yam); 5. David Dubois (Hon).

VET INT: 1. Jonathan Levey (Yam); 2. Jerry Jetton (Yam); 3. Danny Villosto (Yam).

VET EX: 1. Chad Blough (Suz); 2. Doug Yarnell (Yam).

SR NOV: 1. Gary Chaidez (Hon); 2. Donnie Quanstrom (Hon); 3. John Flanders (Hon); 4. Ken Feulner (Kaw); 5. Terry Christianson (Kaw).

SR INT: 1. Kirk Bassett (Yam).

SR EX: 1. Bob Maxwell (Hon).

4-STRK NOV: 1. Kelly Yancey (Kaw).

WMN EX: 1. Traci Fleming (Yam); 2. Kelly Yancey (Kaw); 3. Laura Little (Hon); 4. Bonnie Warch (Yam).

OPEN NOV: 1. Jason Bassett (Yam); 2. Rocky Hash (Hon); 3. Kenny Potter (Hon).

Katin storms Huntington

By David and Lora Patton

Mike Katin (63) grabbed the holeshot in Sunday's 250cc Pro main event at the ninth round of the Action Sports Arenacross Series. Katin won four of the six Pro main events throughout the weekend.

HUNTINGTON, WV, JAN. 8-10

Mike Katin put his Kame's Sports/Andrews Suzuki/Pro Circuit/Sinisalo-backed RMs in the winner's circle in four of the six Pro main events at rounds seven through nine of the 1998-99 Actions Sports Arenacross Series. Katin continued his mastery of the 125 and 250cc Pro classes, winning the 250cc class on Friday and Saturday, and both mains on Sunday. Katin has won 10 of the 18 main events in the series. He holds a huge points lead over F&S Team Racing's Davey Yezek. Yezek scored his second win of the series in Friday's 125cc main, and Jim Neese picked up his second win, also on a 125, on Saturday night.

A talented field of 125cc Pros lined the starting gate for the first Pro main of the weekend on Friday. When the gate dropped, Mark Burkhart and Yezek jumped into the lead. Vince Karnow led the rest of the field while Katin and Robbie Horton tangled in a first-turn crash. Horton suffered a broken clutch lever in the crash and pulled out, while Katin set after the pack.

Burkhart and Yezek quickly pulled ahead of a three-way battle for third. Vince Karnow led Neese, Chad Woodrum and Tommy Collier. Collier dispatched Woodrum in the left-hander before the grandstand whoops, and then he tried to catch Neese. For four laps, the top five ran head to head until Neese attempted to make a move down the straightaway after the triple.

Instead, Neese lost the front end and fell and was caught under the bike. His crash held up Karnow and helped Collier.

"When Neese went down and Karnow went around him, I went outside and passed them both," said Collier.

Collier and Karnow held on to third and fourth, but Neese lost many positions while restarting his bike. Neese and Mike Katin hooked up and tried to get back up to the front, but Yezek and Burkhart were too far out front. Lapped traffic, however, started to take its toll on the leaders.

"A lapper wouldn't move over and I wasn't sure he would jump the step-up on the back side of the track," said Burkhart. "I didn't jump the double and Yezek jumped past me."

Yezek's pass for the lead came with two laps to go, and he worked his way through traffic to take the first Pro win of the weekend.

"Mark (Burkhart) and I were running about the same speed," said Yezek. "He just had bad luck with the lappers."

Burkhart took second ahead of Collier, Karnow and Morgan, who came from way back. Neese took sixth, and Katin ended up eighth behind Shane Lawson.

In the 250cc main, Katin and Yezek were the early leaders ahead of Doug Flinner, Neese and Karnow. Robbie Horton, Collier and Morgan were bunched up behind the leaders but were on the move as well. Katin quickly opened up a gap over second-placed Yezek and the two took advantage of a clear track to pull away from third place.

Flinner wasn't able to handle the speed and pressure of the third spot and he drifted back into the pack at the halfway point. Neese was the first rider to jump the triple, and he used that move to set up Karnow to take third. Fifth-placed Horton was also tripling and was able to separate himself from Collier and then set out after fourth-placed Karnow.

At the front of the field, Katin and Yezek held secure leads, but Neese was the fastest rider on the track and was closing on the leaders. Neese ran out of time, however, as Katin took the checkered flag ahead of Yezek, Neese, Karnow and Horton.

"I was pretty mad after the 125 race, and that start really helped a lot," said Katin. "I heard Yezek behind me but I relaxed a little and pulled away."

Katin has gotten great starts throughout the series, and he blasted to the front of Saturday's 125cc Pro main event, but Neese was right on his rear wheel. Neese forced his way under Katin in a turn to take over the lead. Burkhart and Yezek, meanwhile, were in a battle of their own, with Horton and Karnow in tow. Collier and Morgan were near the back of the pack but were moving up rapidly.

Neese rode flawlessly up front and ran away with the win, leaving Katin in second. Yezek held third after Burkhart bobbled, and Horton took fourth. Morgan worked his way up to fifth after Karnow made a mistake and fell back to seventh.

Neese was pumped after his win.

"I knew it was hard to pass, so I wanted to get by early," said Neese. "I didn't mean to go in that hard. It was a clean pass, though. I rode tight the first few laps but I started to ride my own race after that."

In Saturday's 250cc main, Katin again had the fastest reflexes at the start. Collier and Neese were locked up with Yezek, Morgan and Karnow in a battle for second. Horton had a midpack start and he almost fell on the first lap, but he recovered and was shooting for the top five by midrace.

Katin pulled away from Collier early in the main, while Collier had Neese and Yezek challenging him in every turn for the second spot. The action got intense on lap five as Neese outran Collier down the grandstand whoops to claim second. Horton went way inside in the turn before the triple to block-pass Morgan for fifth.

As Neese tried to reel in Katin, Yezek also blitzed Collier in the whoops on lap six to move into third. Neese and Yezek almost caught Katin near the end when a lapper held up the leader. Neese tried to dive under Katin in the left-hander before the grandstand whoops, but Katin held him off. Regardless, Katin took the win, with Neese in second. Yezek, Collier and Horton rounded out the top five.

Still on a roll, Katin never let up when it came to Sunday's Pro main events. Katin took the holeshot at the start of the 125cc main and ran away with the win. Collier hoped to race with Katin but the Suzuki rider gave way to Milligan, who took over second.

With Katin way out in front and Milligan in second, the action was back in the pack, as Sam Williams charged to the front.

"I got a bad start, but you have to ride aggressive in these things, and I was able to move up," said Williams, who worked his way past Chris Carte and Rodney Phillips to move into third; he soon went after Milligan for second.

Williams made his move over the step-up before the triple-double section and took second. Katin took the win, with Williams in second, Milligan third, and then Phillips and Carte.

Katin put the Kame's Sports/Andrews Suzuki up front and ran away with the win, this time in Sunday's 250cc main. Collier and Mitch Ward battled over second, but Collier eventually pulled away.

"I was racing with Collier but I made some mistakes in the whoops and I lost time," said Ward. "You can't make it up in these small arenas."

The top five were set early, as Katin took the win over Collier. Ward took third, ahead of Richard Prather and J. Reas. Katin's fourth win helped his chances of winning the 125cc and 250cc Series Championship.

"I tried to get good starts and hit the good lines and have fun," said Katin. "It was a great weekend." CN

1998-99 Action Sports Arenacross Series
Huntington, West Virginia
Results: January 8-10, 1999 (Rounds 7-9)

Friday

P/W JR: 1. Ryan Wolfe (Yam).

50 (4-6): 1. Aaron Adkins (Lem).

50 (7-8): 1. Colton Bailey (Cob); 2. Jordan Strickland (Cob); 3. Ronnie Frye (Cob); 4. Dillon Parsons (KTM); 5. Dalton Parsons (KTM).

65: 1. Jordan Strickland (Kaw); 2. Eric Woods (Kaw); 3. Rob White (Kaw); 4. Levi Kilbarger (KTM); 5. Christopher Tracy (Kaw).

MINI JR: 1. Troy Stuart (Kaw); 2. Corey Arthur (Hon); 3. Jordan Oxley (Yam); 4. Adam Lester (Suz); 5. Kyle Turner (Kaw).

MINI SR: 1. Christopher Robertson (Suz); 2. Tyler Grubb (Suz); 3. Kyle McIntosh (Yam); 4. James Shoffner (Yam); 5. Josh Tibbetts (Hon).

SCHBY: 1. Tiffany Reed (Hon); 2. Chris Adkins (Kaw).

125 B: 1. Kevin Hildebrand (Suz); 2. Tom Moore (Yam); 3. David Rife (Kaw); 4. Nick Nuttle (Yam); 5. Matt Withrow (Yam).

125 C: 1. Greg Michels (Yam); 2. Brian Cantley (KTM); 3. Colby James (Suz); 4. William Moore (Yam); 5. David Gump (Yam).

250 B: 1. Kevin Hildebrand (Suz); 2. Nick Nuttle (Yam); 3. Matt Shultz (Yam); 4. Zach DeVaul (KTM); 5. Matt Withrow (Yam).

250 C: 1. Jason Tolliver (Yam); 2. Jamie Crist (Suz); 3. Derrick Bowling (Hon); 4. Dustin Dailey (Yam); 5. Scott Campbell (Hon).

25+: 1. Mike Morgan (Suz); 2. Shane Lawson (Yam); 3. Doug Flinner (Hon); 4. Sam Williams (Hon); 5. Tom Moore (Yam).

30+: 1. Kevin Hildebrand (Suz); 2. Scott Gainer (Kaw); 3. Bill Moore (Yam); 4. Ed Edwards (Hon); 5. Doug Schultz (Kaw).

125 PRO: 1. Davey Yezek (Suz); 2. Mark Burkhart (Yam); 3. Tommy Collier (Suz); 4. Vincent Karnow (Suz); 5. Mike Morgan (Suz); 6. Jim Neese (Yam); 7. Shane Lawson (Yam); 8. Mike Katin (Suz); 9. Donald Edwards (Yam); 10. Chad Woodrum (Suz).

250 PRO: 1. Mike Katin (Suz); 2. Davey Yezek (Suz); 3. Jim Neese (Yam); 4. Vincent Karnow (Suz); 5. Robbie Horton (Yam); 6. Tommy Collier (Suz); 7. Doug Flinner (Hon); 8. Mike Morgan (Suz); 9. Donald Edwards (Yam).

Saturday

P/W JR: 1. Westen Hale (Yam); 2. R.J. Bryant (Yam); 3. Kyle Hardin (Yam); 4. Kody Hardin (Yam); 5. Ryan Wolfe (Yam).

50 (4-6): 1. Westen Hale (Cob); 2. Christian Parrish (Cob); 3. Christopher Durbin (Cob); 4. Aaron Adkins (Lem); 5. Michael Hartwell (KTM).

50 (7-8): 1. Colton Bailey (Cob); 2. Andrew Murname (Cob); 3. Jordan Strickland (Cob); 4. Cody Reas (Cob); 5. Dalton Parsons (KTM).

65: 1. Adam Lester (KTM); 2. Eric Woods (Kaw); 3. Ryan Brumfield (Kaw); 4. Rob White (Kaw); 5. Colton Bailey (Kaw).

MINI JR: 1. Benjamin Ursic (Suz); 2. Troy Stuart (Kaw); 3. Jordan Oxley (Yam); 4. Corey Arthur (Hon); 5. Adam Lester (Suz).

MINI SR: 1. Christopher Robertson (Suz); 2. Kyle McIntosh (Yam); 3. Tyler Grubb (Suz); 4. Adam Adkins (Kaw); 5. Jeremy Dingess (Suz).

SCHBY: 1. Justin Sessink (Hon); 2. Tiffany Reed (Hon); 3. Charles Meadows (Suz); 4. Benjamin Queen (Hon); 5. Jeremy Crookshank (Kaw).

125 B: 1. William Ursic (Suz); 2. Matt Ward (Yam); 3. Jason Saunders (Kaw); 4. Joe Sharp (Kaw); Tom Moore (Yam).

125 C D-1: 1. Colin Beverly (Yam); 2. Andrew Metzger (Yam); 3. Brian Cantley (KTM); 4. Charles Meadows (Suz); 5. Michael Branham (Hon).

125 C D-2: 1. Kasey Chaney (Hon); 2. Brian Green (Suz); 3. Daniel McClure Jr. (Hon); 4. Brian Canterbury (Yam); 5. Chris Rhodes (Yam).

250 B: 1. Wesley McCoy (Suz); 2. Gary Fridley (Suz); 3. Kevin Hildebrand (Suz); 4. Nick Nuttle (Yam); 5. David Rife (Kaw).

250 C: 1. Donovan Minnear (Yam); 2. Jeff Blofeld (Hon); 3. Darius Lattea (Yam); 4. James May (Hon); 5. Greg Hopkins (Suz).

25+: 1. Mike Morgan (Suz); 2. Shane Lawson (Yam); 3. Don Edwards (Yam); 4. Sam Williams (Hon); 5. Rod Phillips (Yam).

30+: 1. Scott Gainer (Kaw); 2. Kevin Hildebrand (Suz); 3. Troy Stanley (Yam); 4. Ed Edwards (Hon); 5. James McMillon (Kaw).

125 PRO: 1. Jim Neese (Yam); 2. Mike Katin (Suz); 3. Davey Yezek (Suz); 4. Robbie Horton (Yam); 5. Mike Morgan (Suz); 6. Tommy Collier (Suz); 7. Vincent Karnow (Suz); 8. Mark Burkhart (Yam); 9. Duane Evans (Yam); 10. Chad Woodrum (Yam).

250 PRO: 1. Mike Katin (Suz); 2. Jim Neese (Yam); 3. Davey Yezek (Suz); 4. Tommy Collier (Suz); 5. Robbie Horton (Yam); 6. Vincent Karnow (Suz); 7. Mike Morgan (Suz); 8. Mitch Ward (Suz); 9. Doug Flinner (Hon); 10. Don Edwards (Yam).

Sunday

P/W JR: 1. Kody Hardin (Yam); 2. R.J. Bryant (Yam); 3. Kyle Hardin (Yam); 4. Ryan Wolfe (Yam); 5. Clayton Rapp (Yam).

50 (4-6): 1. Westen Hale (Cob); 2. Christian Parrish (Cob); 3. Aaron Adkins (Lem); 4. Chase Aldridge (Lem); 5. Dillan Harris (Lem).

50 (7-8): 1. Colton Bailey (Cob); 2. Jordan Strickland (Cob); 3. Andrew Murname (Cob); 4. Cody Reas (Cob); 5. Dillon Parsons (KTM).

65: 1. Adam Lester (KTM); 2. Jordan Strickland (Kaw); 3. Eric Woods (Kaw); 4. Jerad Burgess (Kaw); 5. Ryan Brumfield (Kaw).

MINI JR: 1. Benjamin Ursic (Suz); 2. Jordan Oxley (Yam); 3. Troy Stuart (Kaw); 4. Adam Lester (Suz); 5. Chad Helton (Suz).

MINI SR: 1. Christopher Robertson (Suz); 2. Kyle McIntosh (Yam); 3. Adam Adkins (Kaw); 4. James Shoffner (Yam); 5. Nathan Arthur (Yam).

SCHBY: 1. Adam Roeder (Hon); 2. Justin Sessink (Hon); 3. Benjamin Queen (Hon); 4. Tiffany Reed (Hon); 5. Chris Adkins (Kaw).

125 B: 1. J.T. Smith (Hon); 2. David White (Kaw); 3. Matt Ward (Yam); 4. Gregg Smith (KTM); 5. Kevin Hildebrand (Suz).

125 C: 1. Todd Arnette (Yam); 2. Kasey Chaney (Hon); 3. Greg Michels (Yam); 4. Michael Branham (Hon); 5. Colin Beverly (Yam).

250 B: 1. Wesley McCoy (Suz); 2. David Rife (Kaw); 3. Kevin Hildebrand (Suz); 4. Zack DeVaul (KTM); 5. Gary Fridley (Suz).

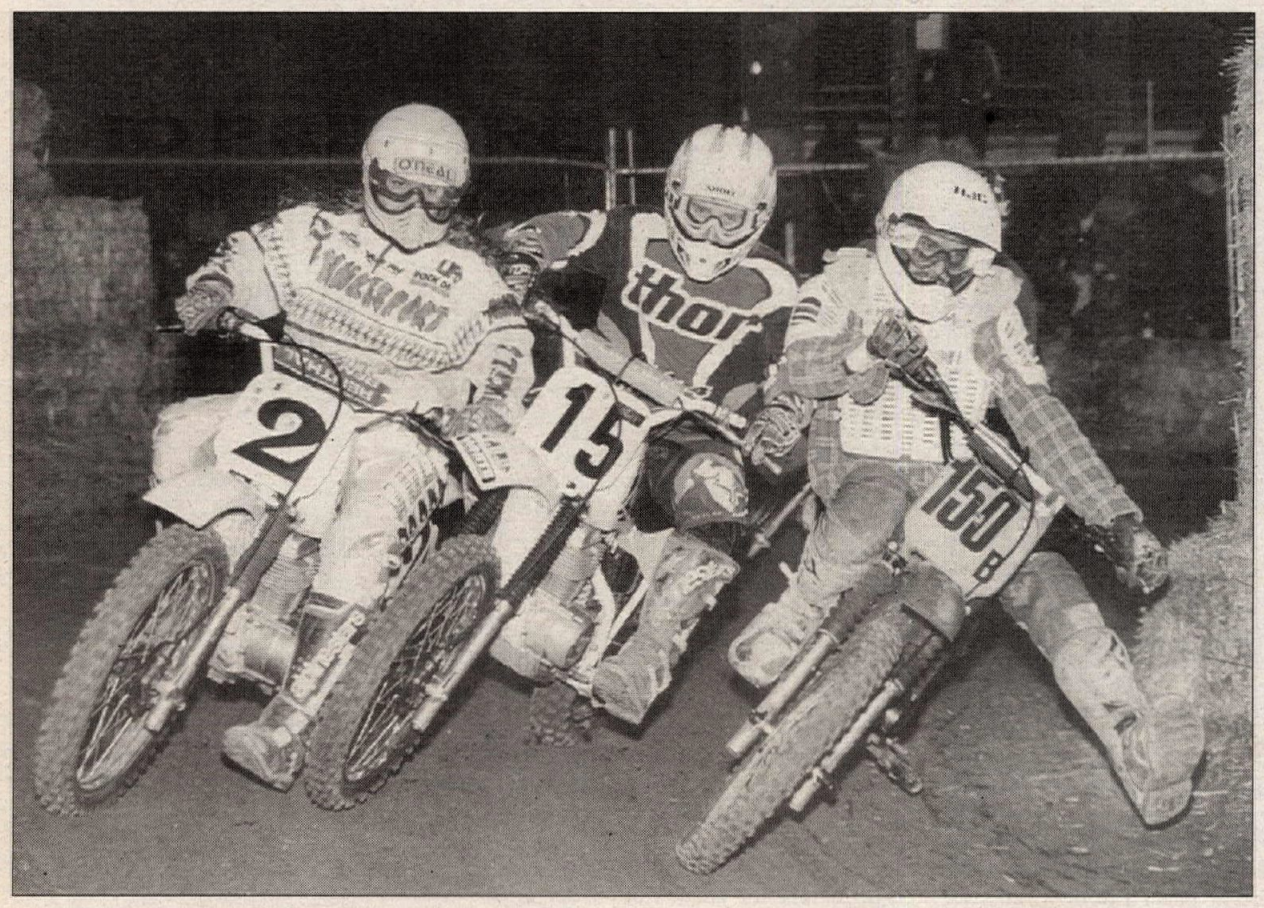
250 C: 1. Jason Powers (Suz); 2. Greg Hopkins (Suz); 3. Darius Lattea (Yam); 4. David Mills (Hon); 5. Jamie Crist (Suz).

25+: 1. Mike Morgan (Suz); 2. Sam Williams (Hon); 3. Rudy Phillips (Yam); 4. J. Reas (Suz); 5. Tom Moore (Yam).

30+: 1. Mike Morgan (Suz); 2. Kevin Hildebrand (Suz); 3. Jeff Blofeld (Hon); 4. Ed Edwards (Hon); 5. John Spears (Hon).

125 PRO: 1. Mike Katin (Suz); 2. Sam Williams (Hon); 3. Timmy Milligan (Suz); 4. Rodney Phillips (Yam); 5. Chris Carte (Hon).

250 PRO: 1. Mike Katin (Suz); 2. Tommy Collier (Suz); 3. Mitch Ward (Suz); 4. Richard Prather (KTM); 5. J. Reas (Suz).



Lynette Wosick (2), Jeff Winterhalder (15) and Paul Brunelli (150) squeeze through the first turn during the 100cc Vet Junior main event at the Barn Burner Short Track in San Jose, California. Wosick came away the winner for the first time in the series.

Kunsman kindles Barn Burner Short Track

By Mykeal Clark

SAN JOSE, CA, JAN. 2

Mike Kunsman blew away all the competition on his way to winning the feature event at the Barn Burner short track. The 20-lap race was hard-fought, even for Kunsman, who had to come from behind to take the win.

At the drop of the green flag, pole sitter Rob Damron led Scott Alves into the first turn and held on to the lead for the first four laps. On lap four, a red flag flew for Dan Reger, who went down, taking Rod Spencer and Troy DeHerrera with him. On the restart, Tony Alves, starting from the last row, got a great jump on the field, passing four riders and then bolting into fourth place. Alves then set out for the front.

A few laps later, another red flag waved, bunching the field. Fifth-placed Kunsman left the line as hard as possible on the restart, taking fourth from Alves. At the same time, Spencer was on the move, cutting through traffic with relative ease. Kenny Wedingfeld fell, taking out Anthony DeMario and DeHerrera for another red flag. At the restart, Kunsman again left the line hard, taking over third and then second. Kunsman finally passed Damron for the lead not long after claiming second.

All along, Spencer was following close behind, eventually taking second from Damron. He then set out to catch Kunsman. But Kunsman was not to be denied a win: He fought off all of Spencer's advances.

A great race in the Over 16 Junior main took place between points leader Scott Heywood, Ryan Devonshire and Chris Canepa. Heywood held up the lead, followed by Devonshire, but all the while Canepa was working his way forward. With three laps to go, Canepa got by Devonshire for second; then, as the white flag flew, Canepa pulled alongside Heywood. They battled side by side down the back straight and into the third turn. Coming out of turn four, Canepa got the lead by half a wheel and held on to the finish.

In the Vet Junior main, Lynette Wosick started on the pole, and at the green flag she shot into the lead. Second-placed Paul Brunelli tried everything possible short of ramming Wosick to get by, but Wosick fought back and held her line. When the checkered flag flew, it was Wosick claiming her first main-event win.

In Under 16 Novice Modified competition, Mike Rush won his first main event of the year. Chris Touchatt also won his first main in the series in the 80cc main.

The 60cc class ran two mains, with Steve Bonsey and Daniel Weidel each winning their respective events. The two youngsters are tied in the points battle, so whichever of them finishes best in the next race will be the class champion.

Results

P/W (0-5) D-1: 1. Jeffrey Hodges (Suz); 2. Ryan Murphy (Yam); 3. Jess Garcia (Yam); 4. Jerry Blake Jr. (Yam); 5. Bobby Caldeira (Yam).

P/W (0-5) D-2: 1. Miles Andrews (Yam); 2. Mason Anchondo (Yam); 3. Clayton Carter (Yam); 4. Nicholas Seoud (Yam); 5. Ashley Smith (Yam).

P/W C (6+) D-1: 1. Colton Glimski (Yam); 2. Brooke Hodges (Yam); 3. Anthony Alves (Yam); 4. Chris Kopriva (Yam); 5. Dusty Herfurth (Yam).

P/W C (6+) D-2: 1. Eddie Duran (Yam); 2. Billy Joe Clifton (Yam); 3. Renee Dominguez (Yam); 4. Michael Bologlu (Yam); 5. Damon Iwanaga (Yam).

P/W C D-1: 1. Cody Anchondo (Yam); 2. Nicole Ley (Yam); 3. Kenny Sabatte (Yam); 4. Kris Eddings (Yam); 5. Erich Stender (Yam).

P/W C D-2: 1. Chad Chose (Yam); 2. Brittney Lee (Yam); 3. Michael Sanchez (Yam); 4. Brandon Burby (Suz); 5. Anthony Fong (Yam).

P/W C MOD: 1. Marke Brown (Lem); 2. Michael Bologlu (Lem); 3. Brendon Harris (KTM); 4. Ashley Sanchez (Itj); 5. Parker Smith (KTM).

P/W PP: 1. Allyssa Jensen (Yam); 2. Brittney Lee (Yam); 3. Danika Brunelli (Yam); 4. Danielle Caldeira (Yam); 5. Nichole Ley (Yam).

P/W A: 1. Bendi Seoud (KTM); 2. Allyssa Jensen (Yam).

60 D-1: Daniel Weidel (Kaw); 2. Brucie Paulson (Kaw); 3. Robert Smith (Kaw); 4. Frankie Garcia (Kaw); 5. Kalvin Coon (Kaw).

60 D-2: 1. Steve Bonsey (Kaw); 2. Ronny Dominguez (KTM); 3. Daniel Harris (KTM); 4. Brooke Harris (KTM); 5. Shaun Andrews (Kaw).

70: 1. Elliott Miller (Hon); 2. D.J. Ulloa (Hon); 3. Cody Anchondo (Yam); 4. Ronny Dominguez (Hon).

80: 1. Chris Touchatt (Hon); 2. Ryan Foster (Hon); 3. Jeffrey Lindle (Hon); 4. Kenny Carlotta (Yam); 5. Mike Tomte (Yam).

100 NOV STK (0-16): 1. Kenny Carlotta (Hon); 2. Chris Touchatt (Hon); 3. Richard Luhdorff (Hon).

100 (0-16) PP: 1. Tiffany Kunsman (Hon); 2. Kacey Aumack (Hon); 3. Courtney Kennedy (Hon).

100 NOV MOD (0-16): 1. Mike Rush (Hon); 2. Geoff Weidel (Hon); 3. Colt Wells (Hon); 4. Rodney Spencer (Hon); 5. Adrian Figueroa (Hon).

100 JR MOD (0-16): 1. Eric Carrillo 2. Scotty Alves (Hon).

100 STK 16+: 1. Joe Carrillo (Hon); 2. John Morrison (Hon); 3. Chad Tomlinson (Hon); 4. Mike Besemer (Hon).

100 NOV MOD 16+: 1. Josh Devonshire (Hon); 2. Lucky Petty (Hon); 3. John Gillilian (Hon); 4. Bradley Spencer Jr. (Hon); 5. Paul Brunelli (Hon).

100 JR 16+: 1. Chris Canepa (Hon); 2. Scott Heywood (Hon); 3. Ryan Devonshire (Hon); 4. Tony Rose (Hon); 5. Jeff Shults (Hon).

100 40+: 1. Rod Spencer (Hon); 2. Tim Alarcon (Hon); 3. John Figas (Hon).

MINI TRL: 1. Bill Arbogast (Hon); 2. Mike Van Lienden (Hon); 3. Ray Jenkins (Hon); Jeff Winterhalder (Hon); 5. Alton Handley (Hon).

100 VET JR: 1. Lynette Wosick (Hon); 2. Paul Brunelli (Hon); 3. Jeff Winterhalder (Hon); 4. John Figas (Hon); 5. Michael Day (Hon).

100 VET EX: 1. Mike Kunsman (Hon); 2. Brad Spencer (Hon); 3. Ken Wedingfeld (Hon); 4. Troy DeHerrera (Hon).

100 PRO: 1. Mike Kunsman (Hon); 2. Rod Spencer (Hon); 3. Rob Damron (Hon); 4. Tony Alves (Hon); 5. Brad Spencer (Hon).

Pocorobba, Renner rock hard at Hardrock Motocross

By Kyle Myers

OCALA, FL, DEC. 13

Some 350 riders competed in the sixth and final round of the Florida State Championship MX Series, held at Hardrock Cycle Park. Anthony Pocorobba and Ronnie Renner each walked away with a large chunk of the $1000 purse plus 150-percent payback in the Pro divisions. Pocorobba topped the 250cc class with a 2-1 tally, while Renner posted a 1-2 score for second overall.

In the first 250cc Pro moto, Neil Prince led the 17-rider field into turn one, with Pocorobba, Kenny Yoho, Austin Squires and Jason Thomas in tow. Thomas passed Squires on the opening lap as Prince and Pocorobba pulled away from the field. Thomas then moved by Yoho and found that Prince and Pocorobba had checked out. Pocorobba hounded Prince for four laps until forcing his way by.

Once into the lead, Pocorobba opened up a three-second lead that he held on to all the way to the finish. Prince, Thomas, James Painton and Squires rounded out the top five.

Pocorobba charged out of the gate to start moto two, with Yoho, Thomas, Painton and Jim Wilson giving chase. Thomas quickly passed Yoho and set his sights on Pocorobba.

On lap two, Thomas pushed past Pocorobba and opened up a sizable lead. Pocorobba, on his Banzai/Smith/Xtreme-backed Suzuki, cruised in second, knowing he had the overall. Yoho and Painton both experienced bike problems late in the race, moving Wilson, Renner and Prince into the top five.

When the checkered flag came down, it was Thomas with the win, ahead of Pocorobba, Wilson, Renner and Prince.

In the 125cc Pro class, Renner, Prince, Thomas and Wilson mixed it up in both motos, but it was Renner taking the overall win with a 1-2 tally over Prince's 3-1, Thomas' 2-7 and Wilson's 4-4.

Dave Bowman used consistent finishes to win the Over 35 class (with a 3-2 tally) and the Over 40 class (with a 2-2 tally).

Bryan Johnson also won two classes: the 80cc (12-15) and Supermini divisions. Johnson posted a 2-1 score in Supermini class and a 1-1 in the 80cc (12-15) class.

Results

P/W (4-6): 1. Tyler Moore (Cob); 2. Zac Freeberg (Cob); 3. Casey Gellenfeldt (Cob); 4. Malachi Freiburger (Cob); 5. Dylan Bantam (Cob).

P/W (7-8): 1. Colton Maynard (Cob); 2. Orlando Hamilton (Cob); 3. Mike McArthur (Cob); 4. Frank Charamut (Cob); 5. Josh Lloyd (KTM).

60 (7-11): 1. Ricky Renner (Kaw); 2. Kyle Keylon (Kaw); 3. Colton Maynard (Kaw); 4. Sean Hackley (Kaw); 5. Donald Solley (KTM).

80 (7-11): 1. Davi Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. Matt Hopkins (Yam); 4. Josh Lichtle (Suz); 5. Matt Boni (Kaw).

S/MINI: 1. Bryan Johnson (Suz); 2. Davi Millsaps (Suz); 3. Paul Perebijnos (Kaw); 4. Scott Perry (Kaw); 5. Doug Thomason (Kaw).

YTH (12-15): 1. Troy Adams (Suz); 2. Paul Perebijnos (Suz); 3. Derrick Kain (Suz); 4. Brett Pace (Suz); 5. Josh Morrison (Yam).

16-24: 1. James Painton (Suz); 2. Ryan Davis (Kaw); 3. Mike Stevenson (Kaw); 4. Mike Brillinger (Hon); 5. Dustin Kuentjes (Suz).

125 B: 1. J.R. Carter (Suz); 2. Troy Adams (Suz); 3. Joe Snedegar (Suz); 4. Tom Parsons (Yam); 5. Tim Bantle (Kaw).

125 C: 1. Ronnie Monk (Yam); 2. Josh Morrison (Hon); 3. Jeff McAffee (Yam); 4. Wes Caudill (Kaw); 5. Robert Beaudet (Hon).

125 BEG: 1. Norman Steele (Hon); 2. Bill Studstill (Hon); 3. Brian Davis (Yam); 4. Robert Mis (Kaw); 5. Colin Marks (Suz).

250 B: 1. Tom Parsons (Yam); 2. Lee Tatham (Suz); 3. Brad Ruel (Yam); 4. James Comstock (Yam); 5. Bill Seli (Kaw).

250 C: 1. Robert Beaudet (Yam); 2. Luc Tremblay (Yam); 3. Darryl Lind (Yam); 4. George Mashen (Kaw); 5. Scott Rush (Suz).

250 BEG: 1. Steve Smith (Kaw); 2. Craig Monroe (Hon); 3. Jamie Meteiver (Hon); 4. J.M. Hoce (Suz); 5. James Jones (Yam).

25+: 1. Lee Tatham (Suz); 2. Kirk Layfield (Yam); 3. Brian Vermes (Yam); 4. Kyle Myers (Suz); 5. Bill Sellers (Kaw).

30+: 1. Kirk Layfield (Yam); 2. Benton Smith (Kaw); 3. Brad Ruel (Yam); 4. Jim Bennett (Hon); 5. Randy Salveson (Yam).

35+: 1. Dave Bowman (Suz); 2. Dave Ellis (Hon); 3. Gary Emerson (Kaw); 4. Randy Salveson (Yam); 5. Chet Milito (Yam).

40+: 1. Dave Bowman (Suz); 2. Dave Ellis (Hon); 3. Barry Mayo (Suz); 4. Chet Milito (Yam); 5. Andy Kooistra (Kaw).

50+: 1. Barry Mayo (Suz); 2. Tom Fogg (Yam); 3. Larry Brock (Hon); 4. Dave Curry (Suz); 5. George Singer (Yam).

WMN: 1. Angie Kuentjes (Yam); 2. Brianna Millsaps (Suz); 3. Ashley Jackson (Kaw); 4. Amanda Thomas (Hon).

125 PRO: 1. Ronnie Renner (Yam); 2. Neil Prince (Hon); 3. Jason Thomas (Kaw); 4. Jimmy Wilson (Yam); 5. Austin Squires (Suz).

250 PRO: 1. Anthony Pocorobba (Suz); 2. Jason Thomas (Yam); 3. Neil Prince (Hon); 4. Ronnie Renner (Hon); 5. Jimmy Wilson (Yam).

Lenaburg lassos Salem Arenacross wins

By Clay Light

SALEM, OR, JAN. 1-2

AMA professional Dustin Lenaburg rang in the New Year with a pair of two-class wins during each of the two consecutive nights of CMC-sanctioned arenacross racing inside the confines of the Oregon State Fairgrounds' Exposition Arena. Lenaburg scored wins in the 125cc Pro and Before The Hill classes.

Riding a Kawasaki for Cycle Sports of Salem, Lenaburg and Cycle Town of Medford's Ty Lacey had several knock-down, drag-out battles during their four classes. Lacey was tough, but Lenaburg came out on top during both nights. Lenaburg, Lacey and Sean Connaghan ran out in front of the first Before The Hill-class moto on Friday, but it was the two up-and-coming teens, Lenaburg and Lacey, who engaged in the evening's best battles.

Lacey got the jump on the field in the first combined 125cc Pro/Intermediate-class moto and fended off a rally from Lenaburg, who was a late starter, to post an impressive win. Moto two, however, went Lenaburg's way after another closely contested race to finalize the two-class decimation. Lacey finished second overall, top Intermediate, ahead of Ryan Sweet.

There was another close battle in the 125cc Pro/Intermediate class on Saturday. Lenaburg and Lacey bumped while in a heated battle for the lead. Earlier, the two fought tooth and nail in the Before The Hill race, which Lenaburg won.

Sweet notched an impressive win tally on Saturday night after finishing second to Lacey in 125cc Intermediate action and also winning the 250cc Intermediate class on Friday. Sweet scored wins in the 125cc Intermediate class, partially due to Lacey's moto-two demise, and then won the 250cc Intermediate class, trailing lone 250cc Pro Ryan Leach to the finish.

Deanna Holbrook was also a three-class winner in a four-class quest during the two days of racing. Riding a Suzuki, Holbrook won the Women's class both nights when she beat Jeanne Van Buskirk and Rochelle Neimann. Holbrook capped off her weekend with a win in the Over 40 Amateur class, in which she beat a handful of competitive male racers.

Results

Friday

P/W (4-6): 1. Landon Currier (Pol); 2. Steele Angle-Davidson (Cob); 3. Thomas Nichols (Pol); 4. John Dickerson (KTM); 5. Glenn Prestholt (Cob).

P/W (7-8): 1. Sean Berglund (KTM); 2. Jacob Kannada (Cob); 3. Gared Steinke (Lem); 4. Tyler Craig (KTM); 5. Tommy Weeck (Wsp).

60 BEG: 1. Jared Wood (Kaw); 2. Derek Butzer (Kaw); 3. Joshua Bland (Kaw); 4. Nick Brown (Kaw); 5. Trenton Bromfield (Kaw).

60 JR: 1. Jacob Kannada (Kaw); 2. Sean Berglund (Hon).

60 SR: 1. Ajay Olinger (Kaw); 2. Jesse Wuori (Kaw).

80 BEG: 1. Ben Kauffman (Hon); 2. Mark Berry (Yam); 3. Eric Turner (Yam); 4. Shawn Huege (Hon); 5. Chad Williams (Suz).

80 (9-11): 1. Brock Chappelle (Yam).

80 (12-13): 1. Race Lacey (Suz); 2. Tate Major (Kaw); 3. Alex Wirkus (Suz); 4. Pete Sannan (Kaw); 5. Kevin Kannada (Kaw).

80 (14-16): 1. Alex Hill (Hon).

S/MINI: 1. Race Lacey (Yam); 2. Joe Loiselle (Hon); 3. Tate Major (Kaw); 4. Brock Chappelle (Yam); 5. Ben Kauffman (Hon).

125 BEG D-1: 1. Matt Crawford (Kaw); 2. Tim Ricketts (Hon); 3. Justin Jensen (Hon); 4. T.J. Jensen (Kaw); 5. Bryan Meierotto (Yam).

125 BEG D-2: 1. Jake Sannan (Suz); 2. Jacob Justen (Hon); 3. Scott Mengis (Hon); 4. Trevor Brooks (Yam); 5. Ryan Laub (Hon).

125 JR: 1. Keith Kadell (Kaw); 2. Brian Weed (Yam); 3. Brandon Sinden (Kaw); 4. Kurt Crawford (Suz); 5. Chase Major (Kaw).

125 INT: 1. Tyson Lacey (Suz); 2. Ryan Sweet (Yam).

125 PRO: 1. Dustin Lenaburg (Kaw).

250 BEG: 1. Cory Johnson (Yam); 2. Jeremy Thomson (Yam); 3. J.C. Hanson (Yam); 4. Tad Brown (Hon); 5. Jacques Varvel (Kaw).

250 JR: 1. Rich Murray (KTM); 2. Dustin Wilfong (Hon); 3. Nick Wilson (Hon); 4. Dave Howard (Hon); 5. Derek Wakkure (Kaw).

250 INT: 1. Ryan Sweet (Yam); 2. Sean Connaghan (Kaw); 3. Eric Rogers (KTM).

OPEN AM: 1. Bill Graves (Yam).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR: 1. Keith Kadell (Suz); 2. Chad Lowenberg (Suz); 3. Will Wallace (KTM); 4. Austin Gettel (Kaw); 5. Tim Ricketts (Hon).

BTH INT: 1. Dustin Lenaburg (Kaw); 2. Sean Connaghan (Kaw); 3. Tyson Lacey (Suz).

UTH JR: 1. Jacques Varvel (Kaw); 2. David Quiett (Kaw).

UTH INT: 1. Ryan Sweet (Yam).

OTH BEG: 1. Bill Graves (Yam); 2. Brian Hill (Kaw); 3. Steve Fidler (Hon); 4. Taunie Stites (Yam); 5. Randy Layne (Yam).

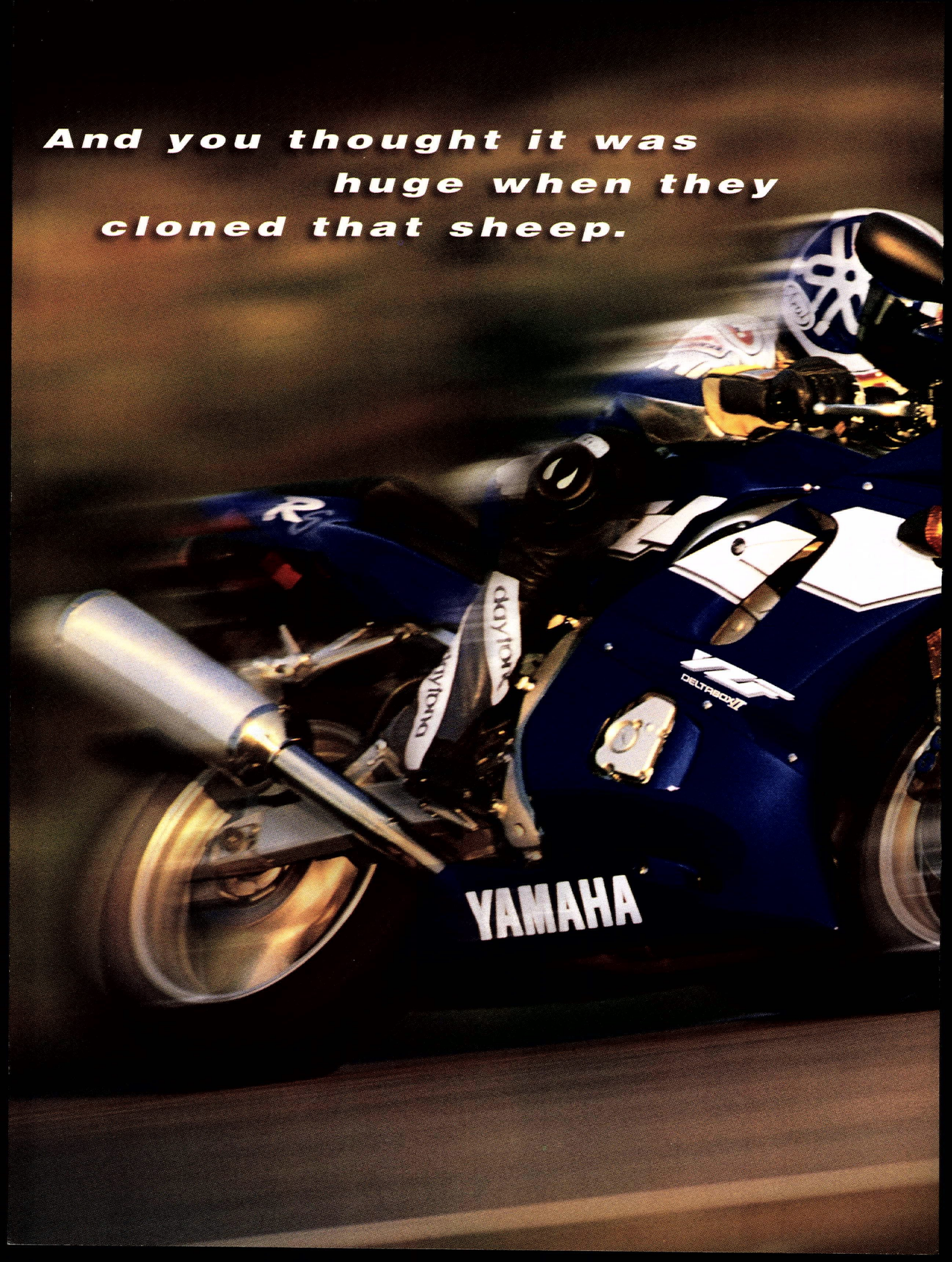
OTH INT: 1. Linc Linebaugh (Hon); 2. Dan Kauffman (Hon).

OTH JR: 1. James Wirkus (KTM); 2. Curtis Paulson (Kaw).

OTH INT: 1. Terry Brooks (Yam); 2. Barry Rosen (Yam).

OTH MNY: 1. Dan Kauffman (Hon).

50+: 1. Dave Davis (Kaw); 2. Randy Layne (Yam).


And you thought it was
huge when they
cloned that sheep.
YAMAHA
DELTABOX II

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*Motorcyclist, April '98.
Photographed using highly skilled professional riders on a closed course. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding the MSF rider course, call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. YZF-R6 available Spring/Summer 1999. © 1998 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630).

For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.

WMN: 1. Deanna Holbrook (Suz); 2. Jeanne Van Buskirk (Kaw); 3. Taunie Stites (Yam); 4. Randi Holbrook (Hon).

MINI OPEN: 1. Sean Berglund (KTM); 2. Jacob Kannada (Cob); 3. Derek Butzer (Kaw); 4. Tommy Weeck (Wsp); 5. Gared Steinke (Lem).

Saturday

P/W (4-6): 1. Landon Currier (KTM); 2. Glenn Prestholt (Cob); 3. Steele Angle-Davidson (Cob); 4. Nickolas McMillen (KTM); 5. John Dickerson (KTM).

P/W (7-8): 1. Sean Berglund (KTM); 2. Gared Steinke (Lem); 3. Joshua Bland (KTM); 4. Mark Wolf Jr. (Lem); 5. Kevin Stewart (Hon).

60 BEG: 1. Jared Wood (Kaw); 2. Nick Brown (Kaw); 3. Tyler Hayes (Kaw); 4. Austin Bailey (Kaw); 5. Joshua Bland (Kaw); 5. Jared Berglund (Hon).

60 JR: 1. Sean Berglund (Hon); 2. Danny Gubser (Kaw).

60 SR: 1. Ajay Olinger (Kaw).

80 BEG: 1. Eric Turner (Yam); 2. Thomas Hayes (Hon); 3. Shawn Huege (Hon); 4. Mark Berry (Yam); 5. Ajay Olinger (Kaw).

80 (9-11): 1. Brock Chappelle (Yam); 2. Miles Warren (Yam); 3. Todd Nelson (Kaw).

80 (12-13): 1. Tate Major (Kaw); 2. Pete Sannan (Kaw); 3. Jesse Smith (Yam); 4. Ben Kauffman (Hon); 5. Race Lacey (Suz).

80 (14-16): 1. Chris Leiby (Yam); 2. Alex Hill (Hon).

S/MINI: 1. Tate Major (Kaw); 2. Joe Loiselle (Hon); 3. Brock Chappelle (Yam); 4. Chris Leiby (Yam); 5. Pete Sannan (Kaw).

125 BEG: 1. Brody Fry (Hon); 2. Tim Ricketts (Hon); 3. T.J. Jensen (Hon); 4. Scott Mengis (Hon); 5. Michael Sporalsky (Kaw).

125 JR D-1: 1. Keith Kadell (Suz); 2. Keith Ford (Kaw); 3. Austin Gettel (Kaw); 4. Bob Kivisto (Hon); 5. Chase Major (Kaw).

125 JR D-2: 1. Bryan Thibedeau (Kaw); 2. Matt Crawford (Kaw); 3. Jason Lytle (Hon); 4. Will Wallace (KTM); 5. Kurt Crawford (Suz).

125 INT: 1. Ryan Sweet (Yam); 2. Eric Roth (Yam); 3. Matt Williams (Yam); 4. Jeff Hinzman (Kaw); 5. Jeremy Kinzer (Kaw).

125 PRO: 1. Dustin Lenaburg (Kaw).

250 BEG D-1: 1. Jeremy Thomson (Yam); 2. Scooter Wingerd (Hon); 3. Ken Romero (Yam); 4. Jeremy Warnicke (Yam); 5. Mick Korum (Hon).

250 BEG D-2: 1. J.C. Hanson (Yam); 2. Mike Cosgrove (Kaw); 3. Joe Wyatt (Hon); 4. Troy Watson (Suz); 5. Nicholas Payne (Hon).

250 JR: 1. Cory Johnson (Yam); 2. Edward Wagner (Kaw); 3. Greg Harmon (Hon); 4. Reuben Schug (Hon); 5. Tad Brown (Hon).

250 INT: 1. Ryan Sweet (Yam); 2. Jon Kauffman (Suz); 3. Eric Rogers (Yam); 4. Devin Connaghan (Kaw).

250 PRO: 1. Ryan Leach (Yam).

OPEN AM: 1. Bill Graves (Yam); 2. Ed Smith (Suz).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR: 1. Ryan Metzler (Suz); 2. Chad Lowenberg (Suz); 3. Chase Major (Kaw); 4. Mike Cosgrove (Kaw); 5. Aaron Tunnell (Yam).

BTH D-2: 1. Keith Ford (Kaw); 2. Will Wallace (KTM); 3. Matt Crawford (Kaw); 4. Steve Miller (Suz); 5. Ben Dewitt (Yam).

BTH INT: 1. Jon Kauffman (Suz); 2. Matt Williams (Yam); 3. Eric Roth (Yam); 4. Dustin Lenaburg (Kaw).

UTH JR: 1. Jacques Varvel (Kaw); 2. Edward Wagner (Kaw); 3. Greg Harmon (Hon); 4. Jim Fisher (Kaw).

OTH BEG: 1. Brent Dickey (Hon); 2. Erik Sherrer (Hon); 3. Bill Graves (Yam); 4. Troy Watson (Suz); 5. Andy McKay (Suz).

OTH INT: 1. Linc Linebaugh (Hon); 2. Dan Kauffman (Hon); 3. John Marcotte (Hon).

OTH JR: 1. Curtis Paulson (Kaw).

OTH MNY: 1. Dan Kauffman (Hon); 2. Bob Leach (Hon).

40+: 1. Deanna Holbrook (Suz); 2. Bill Graves (Yam); 3. Bob Smith (Yam); 4. Randy Layne (Yam); 5. Jeff Younce (Kaw).

50+: 1. Bob Smith (Yam); 2. Randy Layne (Yam); 3. Dave Davis (Kaw); 4. Bob Leach (Kaw); 5. Jeff Younce (Kaw).

WMN: 1. Deanna Holbrook (Suz); 2. Rochelle Neimann (Yam); 3. Jeanne Van Buskirk (Kaw); 4. Taunie Stites (Yam); 5. Heidi Koerschgen (Kaw).

MINI OPEN: 1. Sean Berglund (KTM); 2. Gared Steinke (Lem); 3. Joshua Bland (Pol); 4. Landon Currier (KTM); 5. Glenn Prestholt (Cob).

Old meets new at AHRMA GP

By Walter R. Nichols

BRENTWOOD, CA, DEC. 20

The fifth annual Tommyville AHRMA and modern Grand Prix consisted of two 45-minute motos for each class. With overnight rain and temperatures in the 40s, only the hearty chose to race. As it turned out, snow began to fall just 20 minutes after the final moto finished.

AHRMA riders were awarded gold, silver and bronze medals for podium finishes in each division. Carlos Romero and Ed Flaniger Jr. garnered gold in their respective classes.

Standouts in the Modern classes were Randy Medley, who took the overall in moto three, and Danny Barber, the moto-four winner.

The course was laid out well, with a steep uphill after the start, several technical up-and-down sections, and a fast back section. Rumor in the pits was that the event will be a National AHRMA event in 1999.

Results

AHRMA Vintage

PREM INT: 1. Larry Madringo (BSA).

PREM EX: 1. Michael Green (BSA).

CLSSC NOV: 1. Gavin Housh (Pen); 2. Bill Dumbs (BSA); 3. John Gulliford (BSA); 4. Mike Folena; 5. Dave Rymal (Yam).

CLSSC EX: 1. Dick Mann (BSA); 2. John Ford (Ric).

SPTSMN NOV: 1. Carlos Romero (Yam); 2. Grant Bould (Pen); 3. Jim Atkins (C-A); 4. John Davis; 5. Gregory Kendrick (Bul).

SPTSMN INT: 1. J.P. Morgan (Pen); 2. Steve Kaufman (BSA); 3. Paul Funseca (Hon); 4. Jerry Winklebauer; 5. Mark LaCurelle (Hon).

SPTSMN EX: 1. Ed Flaniger (CZ); 2. Ron Melton (Bul); 3. Scott Dunlavey (Tri); 4. Dale Greenhalgh (Hon); 5. Ed Sims (CZ).

0-29: 1. Evan Myklebust (Hus).

30+ NOV: 1. Carlos Romero (Yam); 2. Doe Baily (Yam); 3. Gregory Hendrick (Bul); 4. Jim Stone (Bul); 5. Grant Gould (Pen).

40+ NOV: 1. Jim Atkins (Can); 2. Gavin Housh (Pen); 3. Louie Hamil (CZ).

40+ INT: 1. Jerry Winklebauer; 2. Steve Kaufman (BSA); 3. David Dennis (Hon); 4. Fuzzy Beelhing (Hon); 5. John Ford (Tri).

40+ EX: 1. Ed Flaniger (CZ); 2. Dale Greenhalgh (Hon); 3. Paul Miller (Hon); 4. Michael Green (Hon); 5. Ron Melton (Hon).

50+ NOV: 1. Ronald Breshears (CZ); 2. John Gulliford (Ric); 3. Carl Triest (Tri); 4. John Geer (BSA); 5. Dennis Bose (Bul).

60+ INT: 1. Rod Brusel.

Modern

80: 1. Charlie Morrison (Yam); 2. Jared Morrison (Yam).

125: 1. Steve Mertoin (Yam); 2. Mike Newham; 3. Toby Jorgesen (Suz); 4. Don Baily (Yam).

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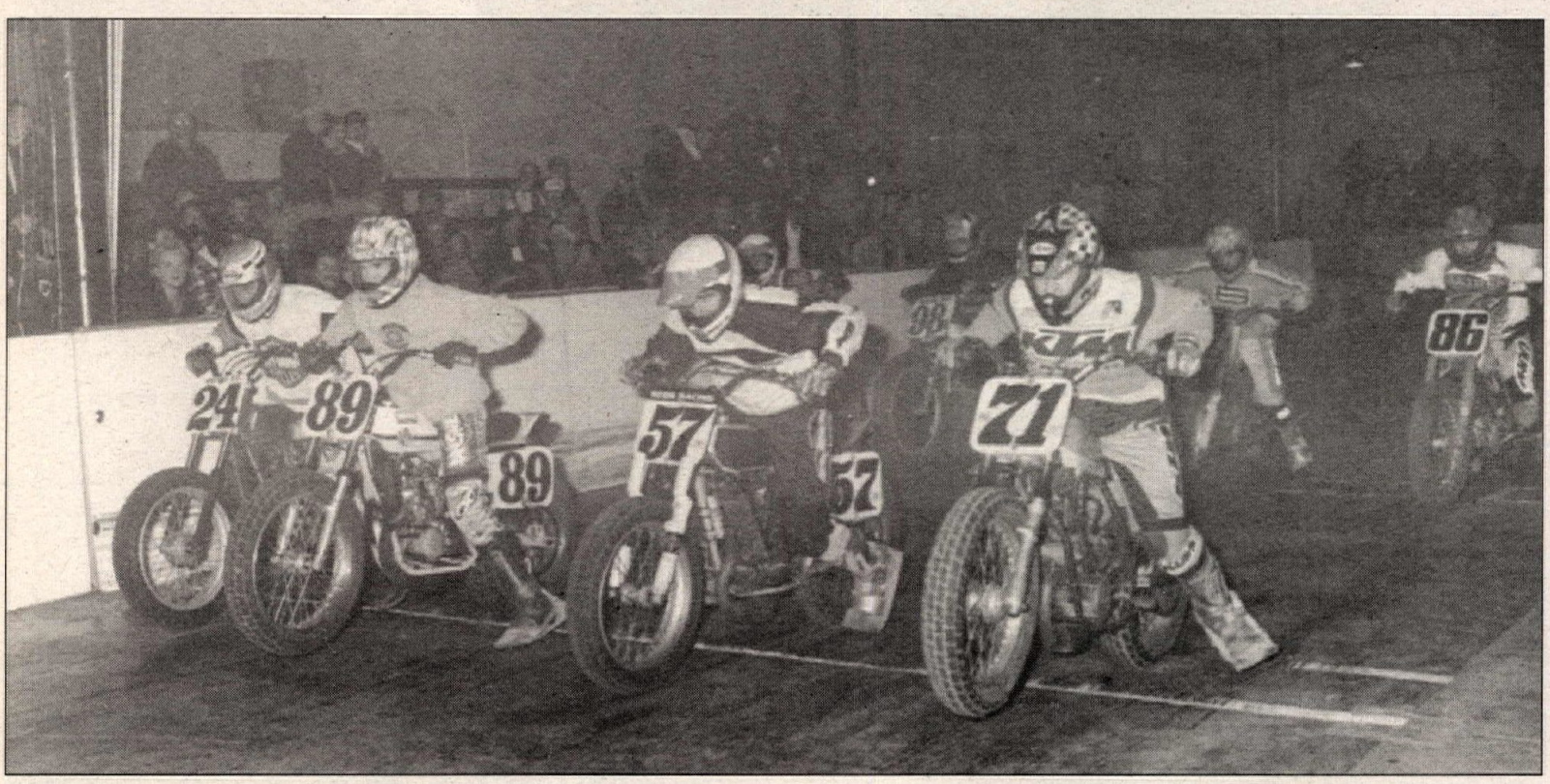

Georgie Price (71), Ken Yoder (57), Kevin Varnes (89) and Mike Varnes (24) get ready to start the 250cc Pro class at the Rodney Farris Memorial Indoor Short Track in Timonium, Maryland. Price won Friday's 250cc and 600cc Pro events as well as Saturday's 250cc Pro race.

250: 1. Danny Barber (Kaw); 2. Aaron Youse (Yam); 3. Christopher Laredo (Yam); 4. Sean Merrick (Kaw); 5. Jim Atkins.

500: 1. Jeff Brownlee (Yam); 2. Michael Renner (Hon); 3. Travis Kinny (Hon); 4. Mike McMannamy (Hus); 5. Doe Baily (Hus).

VET: 1. Randy Medley (Suz); 2. Michael Renner (Hon); 3. Brett Floury (Suz); 4. Will Coates (CCM); 5. Mike Genzoli (Suz).

O/T: 1. Mark Stice (Hon); 2. Ken Morgan (Yam); 3. Jerry Barrick (Hon); 4. Ed Sherman (Hon); 5. Robin Smith (Kaw).

Price powerful at Rodney Farris Memorial Indoor Short Track

By Len Breech

TIMONIUM, MD, DEC. 11-12

Georgie Price made a powerful statement at the 23rd annual Baltimore County Trail Riders/Cockeysville Optimist Club-sponsored Indoor Short Track. The race has been renamed in honor of native son Rodney Farris, who dominated the series throughout most of the 1980s. Price lost only in Saturday's 600cc Pro final, to a very quick Paul Lynch.

Tom Mudgett easily took the 50cc (4-6) win both nights, finishing three-quarters of a lap ahead of John Long. Todd Stith topped Jared Mees both nights for the 125cc win. Other winners on Friday night included R.J. Hart in the 50cc Oil-Injected class; Travis Rudd, who topped the 50cc (7-8) contest; Jason Isennock, who won in the 80cc division; and Don Mullen, who won the 250cc class. Shawn Rothstein took his booming Yamaha YZ400 to the 400cc-class win as well.

Saturday's winners included Bobby Weir in the 50cc Oil-Injected class, Jeff Haldeman in the 50cc (7-8) class, and Zach Calcutt in the 80cc class. Larry Sweeten took advantage of being the only rider on the front row to take the restarted 250cc-class win, and Harold Brossman, backing up his runner-up placing the night before, took the 400cc honors.

As usual, the classes were divided into four six-rider heats, with the top four going to one of two semis and the first four going to the 15-lap final. Throughout the weekend, Price was almost unstoppable, winning all his heats and semis. His streak ended during the 600cc Pro final when Paul Lynch emerged from the second turn in front of Price, Tom McGrane Jr. and Mike Varnes. In the early laps, Lynch used his quickness off the turns to put some distance on the always dangerous Price, whose slim hope of catching Lynch in lapped traffic went by the wayside when Price's KTM broke about halfway. An ecstatic Lynch then took an easy win.

Price returned later for the 250cc Pro race, and he quickly took the lead from a surprisingly good-running Kevin Varnes, Ken Yoder and Jim Haas. Yoder slipped under Varnes for second at the end of the second lap. While Yoder and Varnes ran the remainder of the race within inches of each other, Price sliced his way to an easy win.

The 250cc and 400cc classes showed the wild, unpredictable nature of racing on this one-tenth-mile concrete oval. In the opening lap of the 250cc race, the three favorites were Don Mullen, Chris Hathaway and Jake Johnson. The three got tangled up in a first-turn melee that sent them to the penalty line. Never one to pass up a golden opportunity - such as being the only rider in the front row - Larry Sweeten grabbed the lead ahead of Dan Reichert, Todd Hurst and Rich Mellinger. While Sweeten and Reichert kept a consistent three bike lengths between them, Hathaway and Johnson worked their way into fourth and fifth, where they finished.

Results

Friday

50 OIL INJ: 1. R.J. Hart (Yam); 2. Steve Locke (Yam); 3. Brett Cochran (Yam); 4. Tyler Kidwell (Yam); 5. Joey Parks (Yam).

50 (4-6): 1. Tom Mudgett (Cob); 2. John Long (Lem); 3. Zach Walz (Yam); 4. Tim Webb (Lem).

50 (7-8): 1. Travis Rudd (Cob); 2. Jeff Haldeman (Lem); 3. Evan Baer (Act); 4. Bobby Weir (Lem); 5. Mike Standiford.

80: 1. Jason Isennock (Kaw); 2. Shawn Baer (Yam); 3. Zach Calcutt (Hon); 4. Travis Sennett (Yam); 5. John Lewis (Kaw).

125: 1. Todd Stith (Yam); 2. Jared Mees (Hon); 3. Danny Verzi (Yam); 4. Larry Burkholder (Hon); 5. Joe Schueler (Kaw).

250: 1. Don Mullen (Suz); 2. Dillon Cava (Yam); 3. Jay Boatman (Kaw); 4. Paul Allison (Hon); 5. Larry Sweeten (Hon).

250 PRO: 1. Georgie Price (Hon); 2. David Reeves (Hon); 3. Mike Varnes (Yam); 4. Ken Mohler (Hon); 5. Kevin Varnes (Suz).

400: 1. Shawn Rothstein (Yam); 2. Harold Brossman (Bul); 3. Clarence Bull (Hon); 4. John Henderson (Bul); 5. Mark Myers (Yam).

600 PRO: 1. Georgie Price (KTM); 2. Tom McGrane (KTM); 3. Paul Lynch (Rtx); 4. Mike Varnes (ATK); 5. Roy Miller (Rtx).

Saturday

50 OIL INJ: 1. Bobby Weir (Yam); 2. Brett Cochran (Yam); 3. R.J. Hart (Yam); 4. Nick Farley (Yam); 5. Tyler Kidwell (Yam).

50 (4-6): 1. Tom Mudgett (Cob); 2. John Long (Lem); 3. Michael Kratehovil; 4. Zach Walz; 5. Tom Webb.

50 (7-8): 1. Jeff Haldeman (Lem); 2. Joey Parks (Lem); 3. Brandon Robinson (Act); 4. Lowell Spangler (Cob); 5. Michael Standiford.

80: 1. Zach Calcutt (Hon); 2. Jason Isennock (Kaw); 3. John Lewis (Kaw); 4. Nick Henderson (Hon); 5. Shawn Baer (Yam).

125: 1. Todd Stith (Yam); 2. Jared Mees (Hon); 3. Nick Lipira (Hon); 4. Bryan Douglas (Hon); 5. Steve Cromwell (Hon).

250: 1. Larry Sweeten (Hon); 2. Dan Reichert (Bul); 3. Todd Hurst (Suz); 4. Chris Hathaway (Hon); 5. Jake Johnson (Hon).

250 PRO: 1. Georgie Price (Hon); 2. Ken Yoder (Hon); 3. Kevin Varnes (Suz); 4. Mike Varnes (Yam); 5. Jim Haas (Yam).

400: 1. Harold Brossman (Bul); 2. Clarence Bull (Hon); 3. John Henderson (Bul); 4. Mark Burkholder (Bul); 5. Ted Trey (Hon).

600 PRO: 1. Paul Lynch (Rtx); 2. Tom McGrane Jr. (KTM); 3. Mike Varnes (ATK); 4. Keith Jacobsen (Hon); 5. Phil Libhart (Rtx).

National numbers in force at Lodi Marathon

By Mike Law

LODI, CA, JAN. 3

Well over 100 riders braved the cold weather to challenge the near-perfect track as the Lodi Motorcycle Club hosted its second of three marathons at the historic clubgrounds.

GNC riders Billy Martin, Steve Mayfield, Gary Rogers, Shaun Russell and Nate Wait were among those riders who contested the approximately 1-mile course. Grand Prix road racer Matt Wait also campaigned the race track. Of the six, Russell finished the highest, placing second in the 250cc class, with 36 laps.

"It was good," Russell said. "I went there to get a little training. An hour and a half is a long time, and I really didn't keep track of the laps. I really enjoyed it, and it was a lot of fun."

Iron man Steve Mayfield, with co-rider Paul Polhemus, finished behind Russell and then also finished fourth in the Open class.

"The track was typical Lodi Marathon: tight and hard to pass, but lots of fun," Mayfield said. "My partner and I each fell once in the 250 race, but we were never able to catch Shaun (Russell), as he never faltered. This race was good practice for the upcoming Nationals."

Rogers and Nate Wait teamed up with less-than-perfect luck in the Open class, as they were forced out on lap three.

"We rode Gary Roger's bike, and got up to about third," Wait said. "The shifter kept slipping on the spline and we kept missing shifts."

Despite being out of contention in the 250cc race, Rogers and Wait took full advantage of the fact that Wait's house was only a few miles from the Lodi Cycle Bowl.

"We drove home to Nate's house to get an Open-class bike to ride in the next race," Rogers said. "I started the race and got us up to third, then handed the bike over to Nate. He ran about three laps and moved into first, then clipped a hay bale and bent the brake pedal. When we tried to bend it back, it broke in two. Today just wasn't our day, but we'll be back at the January 24 Marathon and run both classes."

Motocrosser Dennis Kritzer emerged the big winner, as he powered his Bieffe-backed Yamaha wire to wire in the 250cc class, ahead of 125cc-mounted Toby Jorgensen. Kritzer returned in the Open class, traded off with his partner and won by a wide margin.

"Lappers played a big role here," Kritzer said. "Toby and I swapped the lead a couple of times, and I was pleased to finish ahead of him."

Results

60: 1. Joey Harris; 2. Steve Hoot; 3. Bobby Fong; 4. Kristen Jorgensen.

80: 1. Vincent Guisarde; 2. Bryce Albi; 3. A.J. Jorgensen; 4. Danny Harris; 5. Stewart Barber Jr.

100: 1. Randy Fields.

125: 1. Toby Jorgensen; 2. Aaron Casados; 3. Martini Puente.

250: 1. Dennis Kritzer; 2. Shaun Russell; 3. Paul Polhemus/Steve Mayfield; 4. Brian McDonald; 5. Dan O'Keefe/Mike Fuhrman.

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SR: 1. Lane Aebi; 2. Jerry Berrick; 3. Marty Lewis; 4. Terry Huffer/Alan McGehee; 5. Bill Arbogast/Duane Spence.

VET: 1. Dave West; 2. Billy Arbogast; 3. Shawn Black; 4. John Proto; 5. Joe Pineda.

OPEN: 1. Dennis Kritzer; 2. Levi German/Moser German; 3. Matt Proto; 4. Steve Mayfield; 5. Eric Weisler/Marty Weisler.

KORR riders honored at awards ceremony

By Craig Cole

HUTCHINSON, KS, JAN. 2

The 1998 KORR motocross and hare scrambles seasons came to a close when the competitors and their families and friends gathered at the Ramada Inn in Hutchinson for the KORR awards banquet. Masters of Ceremonies Scooter Bell and Gary Hershberger passed out more than 200 trophies and plaques in front of a standing-room-only crowd that had had to brave icy streets and temperatures in the teens in order to attend.

The biggest winners of the evening were Rider of the Year Jeremy Hitschman and Sportsman of the Year Leon Williams. The two were chosen over dozens of other deserving riders because of their dedication not only to KORR but to the sport in general.

Hitschman has raced in the KORR series with his dad, Marlin, for several years.

Williams attends every race. This season, he finished third in the very competitive 250cc C class and took top honors (along with Greg Gilman) in the Vet two-man hare scrambles class. Add in his son Andy's 80cc championship, and it was a very gratifying evening for the Williams family.

Other special awards went to Robert Spear, Todd Dicke, Rick Bachman and Todd Webb. Spear, the 60cc champion, was named Rider of the Year for bikes under 125cc, while Dicke got the nod for riders of bikes over 250cc. A surprised Bachman was named the hare scrambles Rider of the Year, and Webb was rewarded for accumulating the most points throughout the year. *CN*

Results

Hare Scrambles Team

80: Kyle Smith/Jamie Brown.
125/220: Erin Green/Bobby Bills.
250: Bobby Bills/Dan Hickey.
OPEN: Darcy Severt/Terry Hunt.
4-STRK: Eric Piotrowski/Walker Andrews.
VET 30+: Leon Williams/Greg Gilman.
VET 40+: Tom Hunt/Rick Bachman.
VET 50+: Joe Hill/Gary Johnson.

Hare Scrambles

80: 1. Kyle Smith; 2. Jamie Brown; 3. Andy Williams; 4. Trevor Smith; 5. Dennis Jonon.

125/220: 1. Keith Beatty; 2. Boyd Lemonds Jr.; 3. Jason Rouse; 4. Jeff McPherson; 5. Erin Green.

250: 1. Dan Hickey; 2. Loren Horn; 3. Brad Gould; 4. Bobby Bills; 5. Marty Howland.

OPEN: 1. Jerry Carter; 2. (TIE) Darcy Severt/Terry Hunt; 4. Charles Clare; 5. Scott Karst.

4-STRK: 1. Walker Andrews; 2. Eric Piotrowski; 3. Barry Henry; 4. Michael Morland; 5. Darren Johnson.

30+: 1. Cameron Miller; 2. Greg Gilman; 3. Leon Williams; 4. Gary Hershberger; 5. Eric Batman.

40+: 1. Rob Lamberts; 2. Rick Bachman; 3. Paul Schartz Jr.; 4. Marlin Hitschman; 5. Harold Beavers.

50+: 1. Joe Hill; 2. Gary Johnson; 3. (TIE) John Ayers/Michael Morland; 5. Jim Brawner Sr.

POST-VINT +5: 1. Tim Reese; 2. Tim Paxton; 3. George Varqa; 4. Jerry Brooks; 5. Brian Blanton.

POST-VINT +10: 1. Dan Weaver; 2. David Hastings; 3. Ron Schroeder; 4. Kris Coleman; 5. Mike Winkel.

VINT: 1. James Higgins; 2. Justin Whiteman; 3. Luke Houser; 4. (TIE) Richard Houser/Micah Wenger.

PRO: 1. Jim Brawner Jr.; 2. Marc Gifford; 3. Dennis Burnett; 4. Rand Weekly; 5. Brett Henry.

OPEN WMN: 1. Dawn Schockey; 2. Dorine Royse; 3. Robin Bassett-Pangle; 4. Amy Rodgers.

Motocross

P/W: 1. Kimber Hardy; 2. Jacob Haas; 3. Dylan Seeney; 4. Brandon Nordstedt; 5. Codi Miller.

60: 1. Robert Spear; 2. Todd Webb; 3. Josh Gilman; 4. Jamie Siever; 5. Dillon Cotten.

80 JR: 1. Andy Williams; 2. Blake Dunn; 3. Todd Webb; 4. Trevor Smith; 5. Dusty Herring Jr.

80 SR: 1. Kyle Smith; 2. Jamie Brown; 3. Ryan Nett; 4. Jon-Paul Powell; 5. J.R. Wallis.

OPEN WMN: 1. Dawn Schockey; 2. Jessica Spear; 3. Kimber Hardy; 4. Sidney Waner; 5. Ashley Agler.

SCHBY: 1. Jeff Walter; 2. Brett Mackey; 3. Jon Pierce; 4. Drew Byers; 5. Justin Ingram.

125 C: 1. Jeff Walter; 2. Todd Dicke; 3. Brett Mackey; 4. Jon Pierce; 5. Sheldon Herrman.

125 B: 1. Heath Unruh; 2. Eric Schulz; 3. Jason Whiting; 4. Derrick Creech; 5. Cy Prior.

125 A: 1. Dennis Burnett; 2. Matt Smith; 3. Marc Gifford; 4. C.J. Regier; 5. Mark Cyre.

250 C: 1. Frank Sell Jr.; 2. Daryl Walter; 3. Leon Williams; 4. Todd Dicke; 5. Marty Morland.

250 B: 1. Carl Keough; 2. Dan Hickey; 3. Nick Metcalf; 4. Robby Eicktush; 5. Derrick Creech.

250 A: 1. Marc Gifford; 2. Jeff Heddon; 3. Matt Smith; 4. Mark Cyre; 5. Brandon Lacey.

30+: 1. Galen Burton; 2. Greg Gilman; 3. Shawn Kirby; 4. Chris Kirk; 5. (TIE) Russell Hinckley/Ron Hardy.

30+ A: 1. Rick Cotten; 2. Dave Hicks; 3. (TIE) Jim Brawner/Steve Herschell/Brett Henry.

40+: 1. Rob Lamberts; 2. Daryl Walter; 3. Rick Bachman; 4. Marlin Hitschman; 5. Harold Beavers.

50+: 1. Michael Morland; 2. Tom Hunt; 3. Gary Johnson; 4. Howard Kessinger; 5. Jerry Webb.

POST-VINT +5: 1. Walker Andrews; 2. Eric Piotrowski; 3. Jason Holm; 4. Justin Anderson; 5. Jonas Hecker.

POST-VINT +10: 1. Glen Burton; 2. Ron Schroeder; 3. Rick Bachman; 4. Justin Anderson; 5. Jason Holm.

VINT: 1. Marlin Hitschman; 2. Fred Traskowsky; 3. Micah Wenger; 4. (TIE) Tom Bridgess/Eric Webb.

OPEN OUTLAW: 1. Carl Keough; 2. Dan Hickey; 3. Heath Unruh; 4. Cy Prior; 5. Ryan Dirks

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GLEN HELEN RACEWAY PARK

GRAND PRIX

March 6th & 7th, 1999

Round #2 of: THE BIG 6 GP SERIES

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OVERNIGHT CAMPING

DISTRICT 37 AMA COMPETITION

GLEN HELEN RACEWAY PARK

Pre-Entry Opens Jan. 16, 1999 * Closes Feb. 20, 1999 *

Saturday March 6th

8:00 am Unclassified
9:00 am Quads
10:30 am Vin. Classic/Dual Sport & Sidecars
12:00 pm Sen.Nov/Beg (250 Open) Mag. Nov./ S. Sen. Exp. women/Mini's
1:30 pm Sen. Exp/Am (250 Open) Mag. Exp/Am
3:30 pm Kids Event 11 yrs. & Under 60/80cc Pee Wee Event *10 yrs. & Under 50cc max
7:00 pm Semi Pro Team Event (Night Event) No Pre-Entry 200% Pay Back - Headlights Mandatory

Sunday March 7th

8:00 am Vets Exp/Amt (250/ Open)
10:00 am Vets Nov/Beg (250/Open)
12:00 pm Nov/Beg 0-200/250 Open 4 Stroke
1:30 pm Exp/Am 125/250/Open 4 Stroke

*Kid's Event is for the little guys (80cc, 11 yrs. Old MAX). The Pee Wee event will run at the same time as the 80's on a separate track. (Must be AMA Member).

*Minors must be accompanied by Parent or Notarized Legal Guardian.

PRE ENTRY: $30. District 37 / $35. Non District	UNCLASSIFIED RACE $25. Pre-Entry / $30. Post Entry (Everyone)
POST ENTRY: $40. Everyone / 2nd Class $20. (No coupon) 2nd class	KIDS / PEE WEE EVENT $20. Everyone

GATE FEES

$10. Per Day/Per Person
$15. For Weekend • 12 under Free

FACILITY ENTRY

Gates Open 4 pm Friday
Gates Close 10 pm Fri/Sat.
Gates Open 6 am Sat/Sun

PICK UP $5 OFF ENTRY COUPON AT:
Malcolm Smith MOTORSPORTS
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ENTRY FORMS: CALL (909) 880-3090

Please Mail Entries To:
Prairie Dogs MC
5532 Dollar Dr.
Huntington Beach, CA 92647

G.P. Info:
Don Huddleston (714) 288-9646
Mike Parrott (714) 256-1245
Peter D'Errico (805) 499-5287

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Mail to: Circulation Dept.
Cycle News, Inc.
3505-M Cadillac Avenue
Costa Mesa, CA 92626

Results

Road Race
California Motorcycle Road Race Assoc. Final Results
By Greg Groce

80 GP
Pat Williams
Mitch Weisberg
Leigh Crawford
John Hopkins
Ben Solis

BEG STK
John Cagle
Nick Moore
Tomoyashi Kobayashi
Frank Rodriguez
Joe Carino

BEG MOD
Nick Moore
Frank Rodriguez
Tom Ross
Travis Violette
Linnie Gooch

AM STK
Jason Takamoto
Mark Andrews
Tom Lorenzo
Larry Weisberg
Makoto Sullivan

AM MOD
Jason Takamoto
Sam Aoki
Thom Boswell
Greg Groce
Brett Falcigno

EX STK
John Hopkins
John Bottcher
James Mann
Ryoichi Takao
Steve Mayes

EX MOD
James Mann
Nick Tierno
Tommy Crawford
Yutaka Noguchi
Tony Lawson

VET
John Bottcher
Tommy Kosaka
Jason Takamoto
Mark Andrews
Thom Boswell

SR
Nick Tierno
Nigel Marshall
Thom Boswell
Joe Cardoza
Bill Lawless

O/A
Jason Takamoto
Thom Boswell
John Bottcher
Nick Tierno
Mark Andrews

Arenacross
West Texas Arena Cross Championship
Abilene, TX
November 28

50 STK (0-6)
William Nagy
Dakota Owens
Wil Steward
John Lowe

50 STK (7+)
Derek Barath
Jamison Miller
Ryan LeJeune
Trey Phillips
Joshua Godfrey

50 MOD
Derek Barath
Jamison Miller
Ryan LeJeune
Dakota Owens
Wil Steward

65 STK
Jeffrey Fisher
Garrett Garcia
Dustin Lara
Jamison Miller
Derek Barath

85 BEG
Jeffrey Fisher
Casey Vawter
Ben Pigeon
Justin Owens
Kirk Whitehurst Jr.

85 NOV
Taylor Smith
David Jensen
Daniel Bucher
Travis Trammell

125 BEG A
Robert Mieras
Chad Reneau
Justin Kreifler
Luke Anderson
John Phillips

125 BEG B
Jase Merritt
Matt Phillips
Bryan Ramsey
Walter Meriweather
Tyler Crump

125 NOV
Josh Merritt
Jeremy Travis
Chris Welchko
Coby Colley
Vandon Ray

125 INT
Kyle Williams
Kelly Cassels

125 PRO
Charley Bogard
Isaiah Johnson
Grayson Goodman
Joey Pratt
Steven Birkelbach

250 BEG
Jon Swartwood
John Reese
David Lawrence
Joshua J. Cathey
Jerry Cagle

250 NOV A
Russell Jones
John Willis
Jim Vandiver
Chad Bumpass
Brandon Hickman

250 NOV B
Josh Merritt
Brandon Tarnow
Joe Bradley
Derick Sumerlin
Rusty Lindsey

250 INT
Kyle Williams
Shane Casteel
Kelly Cassels

250 PRO
Isaiah Johnson
Charlie Bogard
Grayson Goodman
Joey Pratt
Steve Birkelback

25+
Douglas Hall
Ray Villarreal

30+
Douglas Hall
John Willis
Tommy Crump
Ray Villarreal
Scott Clark

Motocross
AMP/GFI Parts Unlimited/Yamaha of Modesto Octoberfest Series Motocross
Modesto, CA
Final Results
By Jim Enos

50 (4-6) BEG
C.J. Barham
Mikey Colston
Trevor Faulkner
Christian Standers
Dillon Padilla

50 (4-6)
Ty Keenom
C.J. Barham
Joshua Greco

50 (7-8) BEG
Brandon Nicholson
Dillon Perales
Richard Rinauro
Logan Cohen
Joshua Duppong

50 (7-8)
Cody Jackson
Logan Cohen
Shaun Murphy
Richie Thomas
Brian Foster

50 (7-8) MOD
Michael Flores

50 (0-8) OPEN
Ruben Hernandez
Michael Flores
Cary Kotowski
Brandon Nicholson

60 BEG
Ryan Martin
Cody Jackson
Tyler Freeman
Marcus Bradshaw
Joey Harris

60 NOV
Matthew Spencer
Greg Fouts
Beau Weigand
J.D. Moore
Justin Enos

60 INT
Jared Mertens

80 BEG
Aaron DiCiano
Chris Conley
Darryl Saville
Paul Fonte
Danny Harris

80 NOV
Ryan Philpott
Steven Hernandez
Rory Radovich
Raymond Navarro
Brett Markarian

80 INT
Matt McCrummen
Ryan Morais
Charlie Morrison
Jarid Blevins
Eric McCrummen

80 S/MINI
Matt McCrummen
Eric McCrummen
Mike Matson
Charlie Morrison
Jarid Blevins

125 BEG
Don Bailey
Greg Center
Josh Weatherly
Mike Starkweather
Chad Stephens

125 NOV
Chris Loredo
Dylan Vicha
Skip Norman
Dana Drake
Jeff Morrey
125 INT
Craig Truglio
Kenny Heess
Steve Mertens
Turbo Reif
Brandon Jones
250 BEG
Kevin Green
Jeremy Weatherly
Jason Cameron
Herb Hopkins
Anthony Reina
250 NOV
Christopher Loredo
Joey Ruiz
Billy Jurevich
Craig Humphrey
Jimmie Pierce
250 INT
Craig Truglio
Phil Segundo
Jesse Ketcham
Michael Hernandez
Brian Toline
250 PRO
Terry Bostard
Jeff Brownlee
Danny Paladino
Shawn Parks
Ryan Mendes
500 PRO
Jeff Brownlee
25+ BEG
Nick Huetter
Russell Wilcox
25+ NOV
Jeff Becker
Brett Flory
Dominic Gayton
Joe Alford
25+ INT
Phil Segundo
Mike Segundo
Don Mendenhall
Richard Quinones
David Kristoff
30+ BEG
Nick Huetter
Michael Flores
Aaron Garfinkel
Frank Walden
Bill McCasland
30+ NOV
Alex Chellew
Frank Sanchez
Jeff Becker
Dan Castro
Matt Connolly
30+ INT
Mike Segundo
John Moore
Richard Quinones
Don Mendenhall
Brett Flory
30+ PRO
Terry Bostard
Mike Johnson
Randy Pockrandt
35+ NOV
Alex Chellew
Chris Brown
Bob Warren
Jim Enos
Randy Lynch
35+ INT
Lee Miller
John Moore
Terry Huffer
John Handelin
Steve Piattoni
40+ NOV
Nick McKinnon
David McCandless
Bobby Lynch
Richard Adams
Nick Langston
40+ INT
David Brillant
Terry Huffer
Keith Cometta
Joseph Gonzalez
Randy Lynch
40+ EX
Lee Miller
John Handelin

Arenacross
West Texas Arena
Cross
Championship
Abilene, TX
November 27

50 STK A
Derek Barath
Jamison Miller
Joshua Godfrey
Quaid Wenetschlaeger
Jeremy Jones
50 STK B
Beau Burgess
William Nagy
Trey Phillips
Wil Steward
Cole Garcia
50 MOD
Derek Barath
Jamison Miller
Ryan LeJeune
Wil Steward
Dylan Milne
65 STK
Jeffrey Fisher
Garrett Garcia
Blake Pigeon
Jamison Miller
Derek Barath
85 BEG
Bubba Richey
Ben Pigeon
Casey Vawter
85 NOV
Travis Trammell
Taylor Smith
Daniel Bucher
David Jensen
85 INT
Andrew Clark
Bradley Young
125 BEG A
Robert Mieras
Walter Meriweather
Luke Anderson
Jase Merritt
Bryan Ramsey
125 BEG B
Dustin Simmons
Matt Phillips
Chad Reneau
Justin Kreifler
Donald Jones Jr.
125 NOV
Josh Merritt
Coby Colley
Vandon Ray
Jeremy Travis
Chris Welchko
125 INT
Kyle Williams
Kelly Cassels
125 PRO
Charley Bogard
Grayson Goodman
Isaiah Johnson
Earl Kephart
Levi Ballog
250 BEG
Jerry Cagle
John Reese
Jon Swartwood
Dennis B. Henderson
Kelley Billingsley
250 NOV
Bryan Miller
Joe Bradley
Chris Welchko
Josh Merritt
Doug Moresco
250 INT
Kyle Williams
Shane Casteel
Shay Manney
250 PRO
Charlie Bogard
Grayson Goodman
Joey Pratt
Todd Downs
Earl Kephart
25+
Jamey Johnson
Doug Moresco
Walter L. Kemp
30+
Lee Upton
Ray Villarreal
Tommy Crump
John Willis
Charlie Pigeon

Motocross
Riverside Old-Timers
Competition Park
San Jacinto, CA
December 12
By Barry Hale

NOV	
John Fridlund	Hon
Bob Alloy	Kaw
Jackie Langton	Yam
Jack Biery Sr.	Yam
AM	
Barry Hale	KTM
Dennis Rosenberg	Yam
Frank Derby	Hon
Al Smith	Yam
Buzz Moeller	Hon
EX	
Rob Ruder	Yam
Jim McConnell	Kaw
George Spearing	Kaw
Paul Heckman	Kaw
Mike Brooks	Yam
MSTR B	
Dennis Milton	Yam
Malcolm McCassey	Yam

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
3/28 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Arco di Trento, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Velke Uherce, Slovakia, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Teutschenthal, Germany, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD, Rnd 16

FIM 125cc World Championship Motocross Series
3/14 Verneuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Holland, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Bielstein, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series
5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

AMA MBNA Superbike Series
3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National Dirt Track Series
3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 TBA, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 Joliet, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Du Quoin, IL, Rnd 12
7/31 Rossburg, OH, Rnd 13
8/7 Lake Odessa, MI, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 TBA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks U.S. Supercross Series
1/23 Phoenix, AZ, Rnd 3
1/30 Seattle, WA, Rnd 4
2/6 Anaheim, CA, Rnd 5
2/13 Tampa, FL, Rnd 6
2/20 Atlanta, GA, Rnd 7
2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA PJ1 National Arenacross Series
1/22-24 Baltimore, MD, Rnd 9
1/29-31 Niagara Falls, NY, Rnd 10
2/5-7 Winston-Salem, NC, Rnd 11
2/12-14 Guthrie, OK, Rnd 12
2/19-21 Denver, CO, Rnd 13
2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/20-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series
5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis National Enduro Series
2/14 Coalinga, CA, Rnd 1
2/21 Lake Pleasant, AZ, Rnd 2
3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National Hare & Hound Series
1/24 Lucerne Valley, CA, Rnd 1
3/14 Lucerne Valley, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National Hare Scrambles Series
2/7 Hollister, CA, Rnd 1
2/21 Wilseyville, CA, Rnd 2
4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA/District 37 Grand Prix Big 6 Series
2/6-7 Adelanto, CA
3/6-7 Glen Helen, CA
4/10-11 29 Palms, CA
5/1-2 LA County Raceway, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
1/23-24 Ridgecrest, CA
2/6 Julian, CA
2/14 San Luis Obispo, CA
2/27-28 Laughlin, NV*
3/13-14 Death Valley, CA
3/21 San Bernardino, CA
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Mid-South Championship Winter Hare Scrambles Series
2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

AMA Georgia Winter AM
1/24 Roberta, GA, Rnd 3
1/31 Reynolds, GA, Rnd 4
2/7 Dalton, GA, Rnd 5
Info: 912/788-0413

AMA Prostar National Drag Racing Series
2/26-28 Gainesville, FL, Rnd 1
3/27-28 Atlanta, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
3/13 Tucson, AZ, Rnd 1
4/10 Bakersfield, CA, Rnd 2
8/21 Salt Lake City, UT, Rnd 3
10/9-10 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
1/31 Zars, TX, Rnd 2
2/21 String Prairie, TX, Rnd 3
3/7 Rockne, TX, Rnd 4
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
http://www.flash.net/~tchss.

PACE Ultracross Series
2/5-7 Monroe, LA, Rnd 3
2/19-21 Milwaukee, WI, Rnd 4
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
3/19-21 Wichita, KS, Rnd 8
Info: 817/246-7400

SERA Hare Scrambles Series
2/7 Meridian, MS
Info: 504/665-0313

Grand National Cross Country Series
3/1-2 Okeechobee, FL, Rnd 1
3/6-7 Macon, GA, Rnd 2
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8

7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AHRMA/Progressive Suspension Historic Cup Road Race Series
2/26 Deland, FL
3/1-2 Daytona Beach, FL
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
2/7 Phoenix, AZ
2/27 Ocala, FL
3/21 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
2/28 Ocala, FL
3/2 Daytona Beach, FL
3/4 Barberville, FL
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
2/6 Phoenix, AZ
2/28 Ocala, FL
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA/National GP Series
2/21 Wilseyville, CA
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
2/26 DeLand, FL
3/1-2 Daytona Beach, FL
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

AHRMA Mid-Atlantic Regional MX Series
4/17 Budds Creek, MD
6/20 Sale Creek, TN
7/31 Axton, VA
8/21 Carlisle, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional MX Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional MX Series
2/14 Sacramento, CA
2/28 Tulare, CA
3/14 Brentwood, CA
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumber Jack MX Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional MX Series
2/27 Ocala, FL
3/1 Reddick, FL
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula m@mercer.edu

AHRMA Southeast Regional Trials Series
2/28 Ocala, FL
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula m@mercer.edu

AHRMA Southwest Regional MX Series
2/7 Phoenix, AZ
2/28 Tulare, CA
3/21 Perris, CA
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
7/17 Carson City, NV
7/24 Barona, CA
8/8 Hollister, CA
8/23 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
1/31 Hollister, CA
2/6 Phoenix, AZ
2/13 Prairie City, AZ
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

KORR Hare Scrambles Series
1/24 Sterling, KS
2/14 Wichita, KS
3/28 Wichita, KS
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring Motocross Series
2/21 Sterling, KS
3/14 Marion, KS
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

I.C.E./WSRA World Cup Ice Speedway Championship Series
1/24 Florence, SC
1/29 Fayetteville, NC
1/30 Greensboro, NC
2/4-5 Moline, IL
2/12-13 Pensacola, FL
2/19-20 Memphis, TN
2/27 Miami, FL
3/6-7 Columbus, GA
3/12-13 TBA
3/19-20 Johnstown, PA
Info: 970/845-6073

North American Sport Bike Series
2/26-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Winter Series
South
1/24 San Jacinto, CA, Rnd 3
2/7 Perris, CA, Rnd 4
2/21 San Jacinto, CA, Rnd 5
North
1/24 Hollister, CA, Rnd 3
1/31 La Grange, CA, Rnd 4
2/7 Turlock, CA, Rnd 5
North-South Showdown
3/21 Devore, CA
Info: 909/653-4042

Northwest Regional MX Series
2/14 Sacramento, CA, Rnd 1
2/28 Tulare, CA, Rnd 2
3/14 Brentwood, CA, Rnd 3
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

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☐ +25 B ☐ +35 B ☐ +50
☐ +30 expert ☐ +40 expert ☐ +60
☐ +30 B ☐ +40 B ☐ women
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- **CHICAGO** February 5-7, 1999
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- **ATLANTA** February 19-21, 1999
- **DAYTONA** March 3-7, 1999
- **ST. LOUIS** March 12-14, 1999

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Dates & Information updated every week in CYCLE NEWS Calendar

CRC 1999 California Race Schedule

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Sunday	Jan. 24	CRC Motocross (J B Track)	LACR
Sunday	Jan. 24	Vintage MX (Saddle Glen)	LACR
Thursday	Jan. 28	Donnie Hansen MX School	LACR
Friday	Jan. 29	Donnie Hansen MX School	LACR
Saturday	Jan. 30	Over the Hill Gang	LACR
Sunday	Jan. 31	CMC Golden State Series	LACR

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm

CRC Info (805) 272-8889

www.netport.com/lacr-crc

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Thurs.,	Jan. 21	MX Practice	8:00am till Dusk
Sat.,	Jan. 23	MX Practice	8:00am till 1:00pm
Sun.,	Jan. 24	MX Practice	8:00am till 4:00pm
Thurs.,	Jan. 28	MX Practice	8:00am till Dusk

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SUNDAY, JANUARY 31ST - ROUND #1

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Pacific Coast Pro Am Championships

GFI RACING (909) 653-4042

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Southern Region

Sun.,	Feb. 7	GFI Winter Series Round 4 Kawsaki and Suzuki Contingency	Perris Raceway
Sun.,	Feb. 21	GFI Winter Series Round 5 Kawsaki, Suzuki and Yamaha Contingency	Competition Park
Sun.,	Mar. 21	GFI Winter Series North South Showdown Kawsaki, Suzuki and Yamaha Contingency	Glen Helen

GFI RACING (209) 656-9682

Northern Region

Sun. Jan. 24	GFI Winter Series Round 3	Hollister Hills GP Track	Hollister, CA
Sun. Jan. 31	GFI Winter Series Round 4	La Grange Off Road Park	La Grange, CA
Sun. Feb. 7	GFI Winter Series Round 5	Oatfield Raceway	Turlock, CA

Saturday Practice prior to all events from 9am til 2pm

CMC Racing - 714/367-1141

CMC Golden State Nationals

P Rnd 1:	Jan. 24	Salem Arenacross	Salem, OR
N Rnd 3:	Jan. 24	Silverstate Raceway	Carson City, NV
S Rnd 3:	Jan. 31	LA County Raceway	Palmdale, CA
N Rnd 4:	Feb. 7	Carniegie OHV	Livermore, CA
S Rnd 4:	Feb. 14	Badlands Raceway	Victorville, CA

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com

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GNC International MX Final

March 18 - 21 1999

Mosier Valley USA - Arlington, TX

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

GNC International MX Final
3/18-21 Dallas/Fort Worth, TX
Info: 214/351-9900

NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

La Playa MX Grand Prix Series
3/1 Rosarito, BC, Mexico, Rnd 1
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Finals
TBA Braselton, GA

WERA Vintage Series
3/13-14 Braselton, GA
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

WERA Sportsman Series
North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
3/13-14 Braselton, GA
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
2/20-21 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
2/20-21 Henderson, TX
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
2/20-21 Talladega, AL
3/13-14 Braselton, GA
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

United States MX Mega Series
3/6-7 Blountville, TN
3/13-14 Society Hill, SC
3/20-21 Muddy Creek, TN
4/17-18 Danville, VA
4/24-25 Wytheville, VA
5/1-2 Muddy Creek, TN
5/22-23 Camp Coker MX, SC
6/5-6 Muddy Creek, TN
7/3-4 London, KY
7/16-18 Muddy Creek, TN
9/4-5 Daniel Boone, KY
9/11-12 Muddy Creek, TN
9/25-26 Pigeon Forge, TN
10/2-3 Daniel Boone, KY
10/15-17 Muddy Creek, TN
Info: 423/323-5497

Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

International Speedway Series
3/20 Costa Mesa, CA
4/10 Costa Mesa, CA
4/17 Costa Mesa, CA
4/24 Costa Mesa, CA
5/1 Costa Mesa, CA
5/8 Costa Mesa, CA
5/15 Costa Mesa, CA
5/22 Costa Mesa, CA
6/5 Costa Mesa, CA
6/12 Costa Mesa, CA
6/19 Costa Mesa, CA
6/26 Costa Mesa, CA
7/9-11 Costa Mesa, CA
7/31 Costa Mesa, CA
8/7 Costa Mesa, CA
8/14 Costa Mesa, CA
8/21 Costa Mesa, CA
8/28 Costa Mesa, CA
9/11 Costa Mesa, CA
9/18 Costa Mesa, CA
9/25 Costa Mesa, CA
10/2 Costa Mesa, CA
Info: 949/492-9933 or www.wient.com/speedway

CMRRA 50cc/125cc Championship Road Race Series
1/23-24 Rosamond, CA
2/14 Riverside, CA
3/6-7 Rosamond, CA
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
2/20-21 Rosamond, CA, Rnd 2
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Southern California AMA Championship MX Series
5/7-8 San Bernardino, CA, Rnd 1
6/6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 San Bernardino, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 San Bernardino, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 909/883-5259 or 805/589-9265

Whiplash Motorsports Desert Tour Buggy & Truck Series
3/27 Rocky Point, AZ
5/29 Holbrook, AZ
7/3 TBA
9/4 Snowflake, AZ
10/16 TBA
11/20 Globe, AZ
Info: 602/971-3730

Desert Challenge Bikes & ATV Series
2/14 Wickenburg, AZ
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX North/South Shootout Series
1/31 Cottonwood, AZ, Rnd 3
2/7 Eloy, AZ, Rnd 4
2/21 Wittman, AZ, Rnd 5
2/28 Cottonwood, AZ, Rnd 6
Info: 520/743-7727

Florida Winter-Am Series
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

Trials Incorporated Championship Trials Series
3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
Southwest
1/23-24 Rosamond, CA
2/28 Buttonwillow, CA
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
2/25-26 Faulkville, GA
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
2/27 St. George, UT
3/13 Delta, UT
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

Sunshine State MX Championship Series
2/7 Reddick, FL
2/14 Dade City, FL
2/21 Ona, FL

3/7	Orlando, FL
3/21	Reddick, FL
4/11	Ocala, FL
4/18	Dade City, FL
4/25	Ocala, FL
5/2	Ona, FL
5/9	Reddick, FL
5/23	Orlando, FL
5/30	Dade City, FL
6/6	Ona, FL
6/27	Ocala, FL
7/4	Orlando, FL
7/11	Reddick, FL
7/18	Dade City, FL
7/25	Ona, FL
8/15	Ocala, FL
8/22	Orlando, FL
8/29	Reddick, FL
9/5	Dade City, FL
9/12	Ona, FL

Info: 352/242-2605

CMRA Road Racing Series

5/15-16	AB, Canada, Rnd 1
6/11-13	AB, Canada, Rnd 2
7/24-25	AB, Canada, Rnd 3
8/21-22	AB, Canada, Rnd 4
9/4-5	AB, Canada, Rnd 5

Info: 403/272-7223

JANUARY

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FEBRUARY

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28						

MARCH

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APRIL

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18	19	20	21	22	23	24
25	26	27	28	29	30	

* Denotes Pro Payback

Jan 22-23

MISSOURI ARENACROSS - Checkered Flag Productions, Winter Arenacross Series, Cape Girardeau. Info: 940/683-4742.

OKLAHOMA SHORT TRACK - Mid-South Racing Promotions, McClain County Fairgrounds. Info: 405/527-2900 or 918/425-7327.

TENNESSEE ARENACROSS - AMA, Victory Sports Racing, Calsonic Arena, Shelbyville. Info: 423/323-5497 or www.victory-sports.com.

Jan 22-24

CONNECTICUT MONSTER TRUCK AND MX SHOW - Motorsports Entertainment Group, New Haven Coliseum, New Haven. Info: 602/833-1886.

MARYLAND ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Baltimore Arena, Baltimore. Info: 817/246-7400 or www.arenacross.com.

Fri, Jan 22

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Jan 23-24

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Orange County Dualies, Heritage Inn Motel, Ridgecrest Sports Center, Ridgecrest. Info: 818/348-8381.

CALIFORNIA SUPER TT - Super TT American Racing Series, CMRRA, Streets of Willow Springs, Rosamond. Info: 909/674-5357 or www.supertt.com.

IOWA MOTORCYCLE SHOW - Midwest Motorcycle Show, CH Promotions, Sioux City Convention Center, Sioux City. Info: 712/262-8910.

Sat, Jan 23

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR, Rnd 5, Winter Series Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* NEW YORK INDOOR SHORT TRACK - The Thunderdome On-Time Productions of New York Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Sun, Jan 24

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

CALIFORNIA HARE & HOUND - AMA National, District 37, Desert MC, Bessemer Mine Road, Lucerne Valley. Info: 909/865-3935.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 3, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CRC, Vintage Motocross, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA HARE SCRAMBLES - Lodi Cycle Bowl, Lodi. Info: 209/544-1072.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA HARE SCRAMBLES - Perry Hare Scrambles, Perry.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Rnd 3, Bremen MX, Bremen. Info: 912/788-0413.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA SPEEDWAY ICE RACE - ICE/WSRA, Florence Civic Center, Florence. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN ICE RACE - AMA, SSTS Charity race for Steel Shoe Fund, Gimmer's Sunset Tavern, Lake Koshkonong's North Shore, Fort Atkinson. Info: 414/353-5920.

Jan 29-30

IOWA FLAT TRACK - International Promotions, National Cattle Congress, McElroy Auditorium, Waterloo. Info: 602/899-2222.

MISSISSIPPI MONSTER TRUCK AND MX SHOW - Motorsports Entertainment Group, Mississippi Coast Coliseum, Biloxi. Info: 602/833-1886.

NEBRASKA ARENACROSS - Checkered Flag Productions, Winter Arenacross Series, Kearney. Info: 940/683-4742.

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, Bob Martin Ag. Center, Williamston. Info: 423/323-5497 or www.victory-sports.com.

OKLAHOMA MONSTER TRUCK AND MX SHOW - Motorsports Entertainment Group, Chisholm Trail Expo Center, Enid. Info: 602/833-1886.

Jan 29-31

* KENTUCKY ARENACROSS - AMA, Action Sports Promotions, Broadbent Arena, Kentucky State Fairgrounds, Louisville. Info: 740/594-6686 or www.actionsportsracing.com.

NEW YORK ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Niagara Falls Convention Center, Niagara Falls. Info: 817/246-7400 or www.arenacross.com.

OHIO MOTORCYCLE SHOW - Cycle World International Motorcycle Show, Advanstar Expositions, IX Center, Cleveland. Info: 800/331-5706 or www.motorcycleshows.com.

Fri, Jan 29

* NORTH CAROLINA ICE SPEEDWAY - ICE/WSRA, Cumberland County Coliseum, Fayetteville. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Jan 30-31

FLORIDA HARE SCRAMBLES - FTR, AMA, Unlimited Sports Inc., BSTR, Gatorback Cycle Park, Gainesville. Info: 352/245-2011.

Sat, Jan 30

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Los Angeles County Raceway, Palmdale. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR Finals, Winter Series Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

GEORGIA SUPERCROSS - High Falls Supercross, High Falls. Info: 770/358-6111.

* NEW YORK INDOOR SHORT TRACK - The Thunderdome On-Time Productions of New York Inc., Orange County Fairgrounds Arena, Middletown. Info: 914/343-4826.

* NORTH CAROLINA ICE SPEEDWAY - ICE/WSRA, Greensboro Coliseum, Greensboro. Info: 970/845-6073 or www.speedwaybikes.com/ice.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, Indoor Racing, Muskogee Fairgrounds, Muskogee. Info: 918/425-7327.

Sun, Jan 31

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - MX Series, Rnd 3, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - Riverside Old-Timers Motocross, Los Angeles County Raceway, Palmdale. Info: 714/996-8327.

CALIFORNIA GRAND PRIX - SRA, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMC Golden State Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 4, La Grange Off-Road Park, La Grange. Info: 209/656-9682.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Silver Dollar MX, Reynolds. Info: 912/788-0413.

CAMDEN RACING COMPLEX

Woodbine, GA

August 30, 1998

MOTORCROSS FUN DAY

Team Race — 5 Man, 10 Laps per Rider

50 Lap Event!

Winner Take All! Shop Sponsors Welcome!

$50. per Team — 3 pm Gate Drop

FREE B.B.Q. with Admission

Youth riding session for all ages

Full Men's & Women's Restrooms

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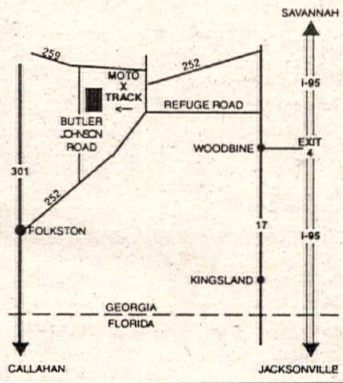

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Nov. 15 1998 FTR

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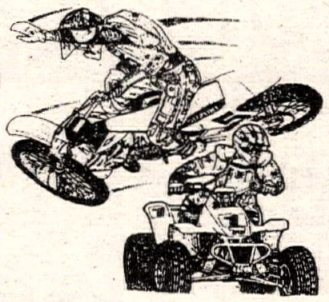
MINI-BIKES & QUADS

JAN. 29, 30 & 31

MAR. 5, 6 & 7

PRO PURSE
OVER $9,000
125 & 250



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AKRON, OH

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SAT. NITE BIG $

PRACTICE PRIOR TO RACE
WED. QUADS & MINI BIKES
THUR. ALL BIKES (125 &UP)
1P.M.-7:30P.M.

FOR MORE INFO
CALL 330-948-4613

PRESENTED BY PATRIOT PROMOTIONS

What's happening? Cycle News Calendar.

VINTAGE / EVOLUTION MX

Sat. Feb.13TH LACR, Palmdale, CA

Sun. Mar.14TH Glen Helen, San Bernardino, CA

NO MEMBERSHIP REQUIRED

*MODERN BIKE SUPPORT CLASS (CALL FOR DETAILS)

SVRG SERIES - (760) 744-8052

TULARE CYCLE PARK

Tulare, CA Event Calendar

Sat., Jan.30 MX Practice 10am - 3pm

Sun., Jan.31 MX Series Race - Round 3

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

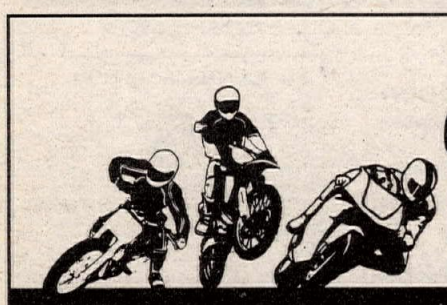
RACING ON THE TUBE

JANUARY BROADCASTS

DATE	TIME	EVENT	NETWORK
1/20/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
1/20/99	7:30 AM	AT - Bonneville Bikes	Speed
1/20/99	2:00 PM	AMA Supercross - Anaheim (R)	ESPN2
1/20/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
1/20/99	5:30 PM	AT - Bonneville Bikes	Speed
1/22/99	6:30 PM	MotoWorld	ESPN2
1/23/99	3:30 AM	MotoWorld	ESPN2
1/23/99	7:00 AM	AT - Bonneville Bikes	Speed
1/23/99	9:30 AM	Bike Week - Larry Maiers, host	Speed
1/23/99	12:00 PM	AMA Supercross - San Diego	ESPN2
1/25/99	3:30 AM	MotoWorld	ESPN2
1/25/99	10:00 AM	FIM World GP 125 - Czech	Speed
1/26/99	1:30 AM	World Ducati Weekend - Robert Carradine, host	Speed
1/26/99	2:00 AM	FIM World Supercross - Brazil	Speed
1/26/99	8:30 AM	AT - Bonneville Bikes	Speed
1/26/99	1:00 PM	AMA US Open of SX - MGM Grand (10/10/98) Race 2	Speed
1/26/99	2:00 PM	FIM World Supercross - Paris	Speed
1/26/99	7:00 PM	AT - Cruiser Show	Speed
1/26/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
1/26/99	9:30 PM	World Ducati Weekend - Robert Carradine, host	Speed

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.



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At the LAKE PERRIS FAIR GROUNDS

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TUES& THURS 4:30 - 9:30PM
SAT 9AM - 2PM

WED MINIS ONLY 4:30 - 9:30PM

"CALIFORNIA'S HOTTEST NIGHT TRACK"

MORE INFO
909-943-4535
909-657-8845

OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

SRA GP California Schedule

Members — Non Members

Sunday January 31st - SRA GP
Glen Helen, San Bernardino, CA

Info (714) 957-2985

Don't Miss a lap -
'Racing on the Tube'
Dates & Information updated every week in CYCLE NEWS Calendar

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

ILLINOIS MOTORCYCLE EXPO - J&P Promotions, 13th annual Motorcycle Parts Extravaganza, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA ENDURO - Sumter Enduro, Wedgefield. Info: 803/481-5169.

Feb 4-5

* ILLINOIS ICE SPEEDWAY - World Cup Ice Speedway, ICE/WSRA, The Mark of the Quad Cities, Moline. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Feb 5-6

MINNESOTA FLAT TRACK - International Promotions, Duluth Entertainment Convention Center, Duluth. Info: 602/899-2222.

MISSISSIPPI ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Tupelo. Info: 940/683-4742.

TENNESSEE ARENACROSS - AMA, Victory Sports Racing, Walters State Arena, Morristown. Info: 423/323-5497 or www.victory-sports.com.

WISCONSIN ARENACROSS - International Promotions, Lacrosse Center, Lacrosse. Info: 602/899-2222.

Feb 5-7

ILLINOIS MOTORCYCLE SHOW - International Motorcycle Shows, Rosemont Convention Center, Rosemont. Info: 800/331-5706 or www.motorcycleshows.com.

* LOUISIANA ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Louisiana Civic Center, Monroe. Info: 817/246-7400.

NORTH CAROLINA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, LJVM Coliseum, Winston-Salem. Info: 817/246-7400 or www.arenacross.com.

Feb 6-7

* CALIFORNIA GRAND PRIX - AMA, District 37, Desert Vipers MC, Adelanto. Info: 714/779-5313.

CALIFORNIA HARE SCRAMBLES - P&J Promotions, Hollister Hills SVRA, Hollister. Info: 408/249-4336.

CALIFORNIA MOTORCYCLE PARTS SALE - Orange County Dualies for benefit of Pediatric Brain Tumor Foundation, Adelanto Grand Prix, Adelanto. Info: 714/992-9291.

* ILLINOIS ICE RACE - AMA, SSTs, Lambs Farm, Libertyville. Info: 630/773-0734.

Sat, Feb 6

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Mojave Adventures, Banner Store, Julian. Info: 760/251-2477.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CANADA ARENACROSS - Future West sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC Info: 604/794-3824.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

OKLAHOMA SHORT TRACK - Mid-South Racing Promotions, Tulsa, Oklahoma Expo Square Pavillion, Tulsa. Info: 918/744-1113 or 918/425-7327.

Sun, Feb 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

* ARIZONA OUTDOOR MOTOCROSS - AMX North/South Shootout Series, Rnd 4, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMC, Golden State MX Series, Rnd 4, Motowest, Club-Moto, Livermore. Info: 415/587-8678.

CALIFORNIA GRAND PRIX - CRC, Diamond Head GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Winter Series, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Winter Series, Lazy River MX, Dalton. Info: 912/788-0413.

* GEORGIA MOTOCROSS - GMP Promotions, Aonia Pass Motocross, Washington. Info: 706/678-3737.

ILLINOIS MOTORCYCLE EXPO - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MASSACHUSETTS MOTORCYCLE EXPO - J&P Promotions, 6th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Bayside Expo Center, Boston. Info: 319/462-6011.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE & SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 828/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Long Cane Hare Scrambles, Mount Carmel. Info: 706/860-2308.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, New Johnsonville. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

Feb 12-13

* FLORIDA ICE SPEEDWAY - World Cup Ice Speedway, ICE/WSRA, Pensacola Civic Center, Pensacola. Info: 970/845-6073 or www.speedwaybikes.com/ice.

NORTH CAROLINA ARENACROSS - AMA, Victory Sports Racing, WNC Ag. Center, Asheville. Info: 423/323-5497 or www.victory-sports.com.

Feb 12-14

MINNESOTA MOTORCYCLE SHOW - International Motorcycle Show, Minneapolis Convention Center, Minneapolis. Info: 800/331-5706 or www.motorcycleshows.com.

OKLAHOMA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Lazy E Arena, Guthrie. Info: 817/246-7400 or www.arenacross.com.

Feb 13-14

CALIFORNIA HARE SCRAMBLES - Four Aces MC, AMA, District 37, Teagle Wash, Red Mountain. Info: 760/375-1009 or sidecarsusie@earthlink.net.

IOWA CUSTOM CYCLE SHOW - Capitol City Custom Cycle Show, CH Promotions, Iowa State Fairgrounds, Des Moines. Info: 712/262-8910.

Sat, Feb 13

* ALABAMA MOTOCROSS - North-South Shoot-Out, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA MOTOCROSS - CRC, SVRG Vintage, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, REM at Glen Helen, San Bernardino. Info: 562/941-1515 or 909/277-1335.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

OKLAHOMA SHORT TRACK - Mid-South Racing Productions and Budweiser, night race, Muskogee Fairground, Round Arena, Muskogee. Info: 918/425-7327.

Sun, Feb 14

* ALABAMA MOTOCROSS - North-South Shoot-Out, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

ARIZONA MOTOCROSS - Whiplash Motorsports, Speedworld, Wittman. Info: 602/971-3730.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Cal Poly Penguins MC, university lot, San Luis Obispo. Info: 805/545-0837.

CALIFORNIA HARE AND HOUND - AMA, District 37, Four Aces MC, Teagle Wash, Red Mountain, Ridgecrest. Info: 760/375-1009.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA North Western Region, AMA, Prairie City SVRA, Rancho Cordova. Info: 925/829-9386.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA NATIONAL ENDURO - Salinas Ramblers MC, Clear Creek Recreation Area, Coalinga. Info: 831/444-7832 or http://www.ama-d36.org/.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line MX Park, Fountian. Info: 850/769-9505 or 722-7616.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MASSACHUSETTS ICE RACING - Hamilton Rod-Gun Club, GJM Promotions, New Boston Road, Sturbridge. Info: 508/943-9197.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Feb 19-20

* TENNESSEE ICE SPEEDWAY - 17th annual Ice Speedway National Championship, ICE/WSRA, Mid-South Coliseum, Memphis. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Feb 19-21

COLORADO ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Denver Coliseum, Denver. Info: 817/246-7400 or www.arenacross.com.

GEORGIA MOTORCYCLE SHOW - International Motorcycle Show, Georgia International Convention Center, Atlanta. Info: 800/331-5706 or www.motorcycleshows.com.

* PENNSYLVANIA ARENACROSS AND SHORT TRACK - AMA, Armin Hostetter Trailway Speedway & Motorama Association, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-4310 or www.trail-wayspeedway.com.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Wisconsin Center Arena, Milwaukee. Info: 817/246-7400.

Fri, Feb 19

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Feb 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - CRC, Golden Cup Series, LACR, Palmdale. Info: 805/272-8889.

FLORIDA HARE SCRAMBLES - Southwest Florida Trail Riders Inc., Clewiston. Info: 941/629-2379.

Sat, Feb 20

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* OHIO INDOOR MOTOCROSS - AMA, Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

Sun, Feb 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

CALIFORNIA TRIALS - Corral Canyon Rd, ATA Championship Series, SDTR. Info: 619/443-9678.

* CALIFORNIA MOTOCROSS - CMC, Motowest Racing, Hollister Hills GP Track, Hollister Hills. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Gorman. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, Rnd 5, Competition Park, San Jacinto. Info: 909/653-4042.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEW YORK ICE RACE - Tri-State Motorcycle Club, AMA, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK MUD & SNOW SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OHIO INDOOR MOTOCROSS - Marion Fairgrounds Coliseum, Marion. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA HARE SCRAMBLES - Sumter Hare Scrambles, Sumter. Info: 803/558-3031.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Volunteer Hare Scrambles, Morristown. Info: 423/323-5497 or www.victory-sports.com.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Van Leer. Info: 615/859-0873 or msws.org.

* TEXAS INDOOR SHORT TRACK - Action Promotions, Tyler Rodeo Arena, Tyler. Info: 903/768-2415.

WISCONSIN MOTORCYCLE SWAP MEET - Downtown Civic Center, Eau Claire. Info: 715/834-8389.

Feb 26-28

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

FLORIDA DRAG RACE - AMA, Prostar, 8th annual, MRE Sunshine Nationals, Gainesville. Info: 256/852-1101.

* FLORIDA MOTOCROSS - first annual Southern Nationals, County Line Motocross Park, Panama City. Info: 850/265-1934.

* IDAHO ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Idaho Center, Nampa. Info: 817/246-7400.

Sat, Feb 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Competition Park, San Jacinto. Info: 562/941-1515 or 909/277-1335.

* CANADA ARENACROSS - Future West sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC Info: 604/794-3824.

* FLORIDA ICE SPEEDWAY - ICE/WSRA, National Car Rental Center, Miami. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Sun, Feb 28

ALABAMA HARE SCRAMBLES - AMA, SERA Rockford Men's Club, Rockford. Info: 334/567-3352.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA SUPER TT - Super TT American Racing Series, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Rnd 1, District 9, Georgia Spring Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* NEVADA HARE SCRAMBLES - MRANN, Mason Valley Dirt Squirts, Yerington. Info: 702/463-1939.

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH CAROLINA ENDURO - Sandlapper Enduro, Pelion. Info: 803/356-4556.

Wed, Mar 3

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

Mar 3-7

FLORIDA MOTORCYCLE SHOW - Cycle World, Daytona International Motorcycle Show, Advanstar Expositions, Daytona International Speedway, Daytona Beach. Info: 800/331-5706 or www.mvgonline.com.

Mar 5-6

NEW MEXICO ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Hobbs. Info: 940/683-4742.

Mar 5-7

OREGON ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Portland Memorial Coliseum, Portland. Info: 817/246-7400 or www.arenacross.com.

Mar 6-7

* MISSISSIPPI ARENACROSS - Mid-South Arenacross Promotions, Lee County Agri-Center, Verona. Info: 601/842-3397.

Sat, Mar 6

* ALABAMA MOTOCROSS - North-South Shoot-Out, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

Sun, Mar 7

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA MOTOCROSS - CMA, Club-Moto, Livermore. Info: 209/673-8080 or 949/443-MOTO.

CALIFORNIA GRAND PRIX - CRC, Bandido Grand Prix, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Dave Coupe Promotions, Marysville E Street Sand Track, Marysville. Info: 530/673-5956 or dcoupe16@hotmail.com.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycles Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

MEXICO MOTOCROSS GP - Too Much Fun Promotions, La Playa Motocross GP Series, Rosarito, BC, Mexico. Info: 011-52-661-2-25-25 or www.toomuchfun.com.mx.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* NORTH CAROLINA MOTOCROSS - Devils Ridge, US Eastern MX Sprig Series, AMA, District 29, Sanford. Info: 919/776-1767.

* OHIO MOTOCROSS - Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 12-13

OREGON ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Prineville. Info: 940/683-4742.

Mar 12-14

MISSOURI MOTORCYCLE SHOW - Cycle World, International Motorcycle Shows, America's Center, St. Louis. Info: 800/331-5706 or www.mvgonline.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Mid-South Coliseum, Memphis.Info: 817/246-7400.

Fri, Mar 12

CALIFORNIA INDOOR MOTORCYCLE SWAP MEET - Inter-Shows Motorsport Promotions Inc., Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

Mar 13-14

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

Sat, Mar 13

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

Sun, Mar 14

* ALABAMA MOTOCROSS - North-South Shoot-Out, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, Saddle Glen Track and JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA POKER RUN - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timkeepersmc.com.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Cadiz. Info: 615/859-0873 or msws.org.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motosports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE EXPO - J&P Promotions, 11th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Farm Show Complex, Harrisburg. Info: 319/462-6011.

Mar 18-21

* TEXAS MOTOCROSS - 23rd annual GNC International MX Finals, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

Mar 19-20

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

Mar 19-21

KANSAS ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Kansas Coliseum, Wichita. Info: 817/246-7400.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

Sun, Mar 21

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, AMA, District 36, 3rd annual Phantom Scrambles, Hollister Hills, SVRA, Hollister. Info: 408/265-2122 or http://www.ama-d36.org/.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Glen Helen Raceway, Devore. Info: 909/653-4042.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 26-28

UTAH ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports PJ1 National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

Mar 27-28

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

Sat, Mar 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, Mar 28

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

* TENNESSEE HARESCRAMBLES - Mid-South Hare Scrambles Series, Charlotte. Info: 615/859-0873 or msws.org.

April 3-4

CALIFORNIA SUPER TT - Super TT American Racing Series, Rosamond. Info: 949/720-5371 or www.supertt.com.

Sat, April 3

* ALABAMA MOTOCROSS - North-South Shoot-Out, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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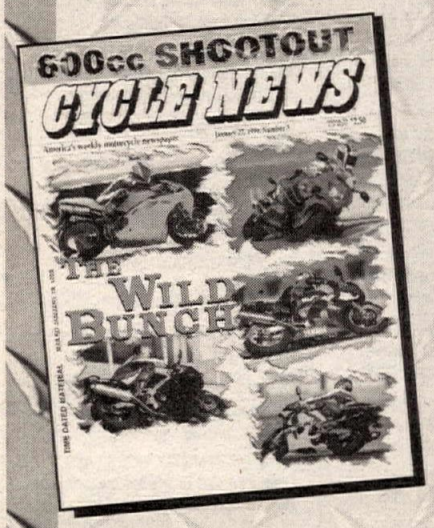

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Be part of a "Mile High" winning team in Denver, Colorado. We are a multi-location, multi-brand dealership group with immediate openings for enthusiastic individuals looking for full-time career and advancement opportunities. Complete management training provided, but parts and accessory experience necessary. For all the details call Jon at Excel Motorcycles and Watercraft, Denver. 1-800-65-EXCEL #3 (800)653-9235 or (303)399-5447. CO

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Dallas area motorcycle dealership needs a sales oriented manager with administrative, computer, and mechanical skills for a hands on position in a fast paced environment. Must be a motorcycle enthusiast, with retail, automotive, or motorcycle industry experience. Send resume with salary history to: PO BOX 117680 Carrollton, Texas 75011. TX

SVC MRG, Techs, Parts & Sales

Denver area Honda/Seadoo/ATK dealer looking for experienced service manager, technicians, parts and service professionals. Busy year around. Employment moving to a new, larger facility. Fax or send resume (303)238-6818, 7576 W. 5th Ave. Lakewood, Co. 80226. Attn: BOB. lkwdhon@aol.com. CO

Triumph Motorcycles America Ltd.

Needs Western States Area Managers. Due to increasing growth and sales, Triumph Motorcycles America Ltd. is expanding their Western Region Field Sales Staff. We're looking for people that have either successful dealer or OEM sales experience, people who really like the motorcycle business, motorcycle dealers, long hours and being away from home. You must also have computer skills; Microsoft Word, Excel, Outlook, a motorcycle license, a strong work ethic, and a love of motorcycles. In return you'll get a chance to make history by reestablishing one of motorcycling's most famous brands. We'll fix you up with a big ol' pickup truck, a demo motorcycle and a competitive compensation and benefits package, including medical and dental care. Triumph Motorcycles America Ltd. is a young company with a great deal of potential for advancement. Send your resume either by mail or FAX to Human Resources, Triumph Motorcycles America Ltd., 403 Dividend Dr., Peachtree City, GA 30269. FAX (770)631-6401. Please do not call. Equal opportunity employer. GA

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Experienced watercraft mechanic in busy Southern California multi-line dealership. Top dollar paid, benefits, etc. Fax resume to (619)278-6198.Attn: Chad.CA

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Lake Tahoe California performance motorsports shop seeking EXPERIENCED year around service manager with emphasis on dirt and snowmobile tuning. Also seeking EXPERIENCED year around parts manager with positive customer and computer skills. Salary depending on experience. Please fax resume to (530)582-5742. CA

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Growing multiline motorcycle, ATV, watercraft, snowmobile dealership. Must be willing to use computer, schedule work, handle warranty claims, deal with the public. Lightspeed experience helpful. Minimum two years experience. Mail resume to Leightons Cycle, 29 Calef Hwy, Lee, NH, 03824. Fax (603)868-1720, phone (603)868-7550, ask for Terry. NH

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Few positions open for established Suzuki top volume dealership, Southern California by the sea. Fax your confidential detailed resume with motorcycle work history and references to Vic (949)645-3251. CA

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Technical Sales

Goodridge USA is offering an excellent opportunity for a qualified individual in our motorcycle division. Applicants should be energetic, have excellent communication skills, computer knowledge, and familiarity of the motorcycle industry. Duties include phone sales, data entry, and light travel. We offer a competitive salary and full benefits package. Fax or mail resume to Dale Berg, Goodridge USA, 20309 Gramercy Pl., Torrance, CA 90501, (310)618-0909. CA

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Great opportunity, multi brands, near the beach, will train. Call Sales Manager. (949)642-4343. CA

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Hansen's BMW,Triumph, and Ducati in beautiful Southern Oregon, is looking for an experienced technician. We will consider experience in other brands. This is a great opportunity to work for a #1 rated shop. Fax resume to (541)535-3343. OR

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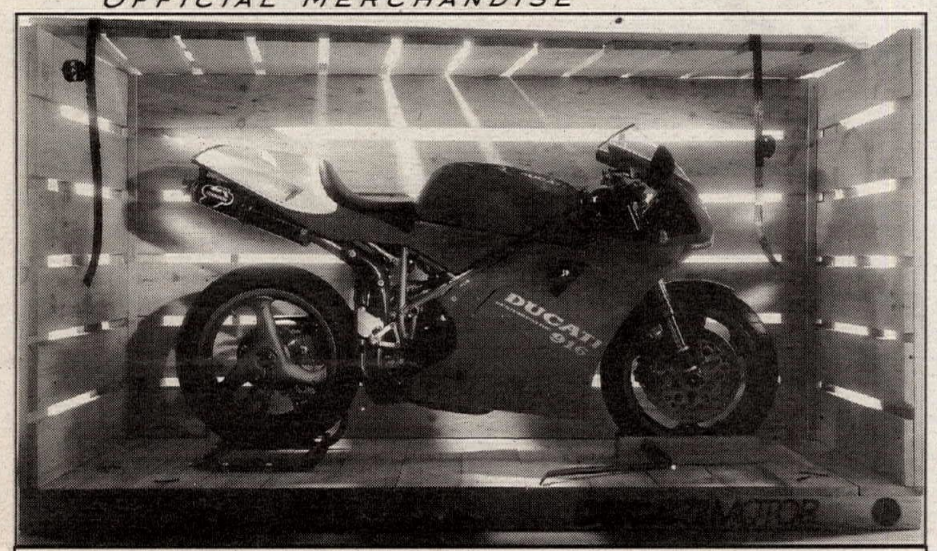

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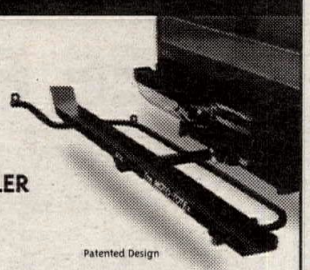

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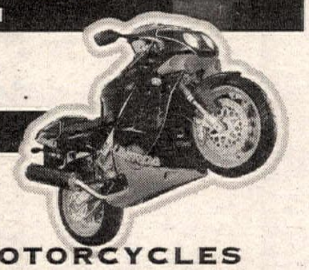

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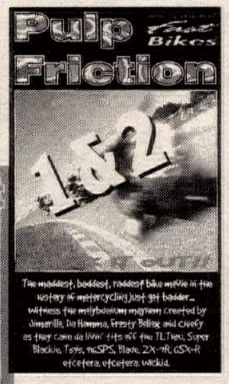

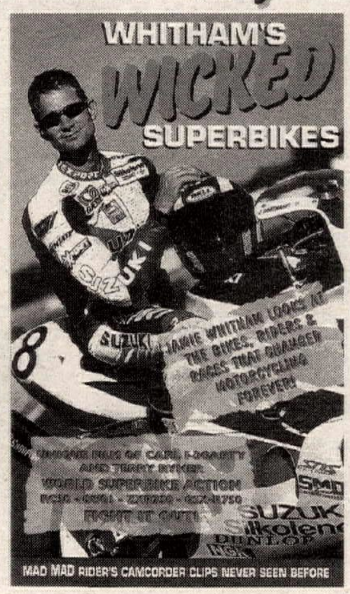

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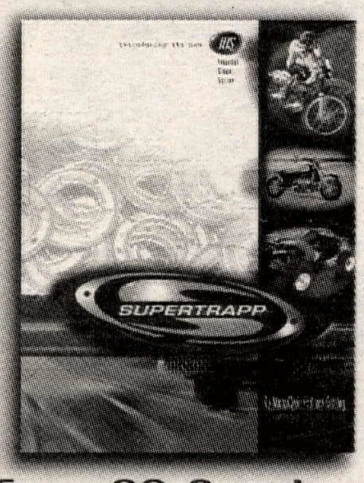

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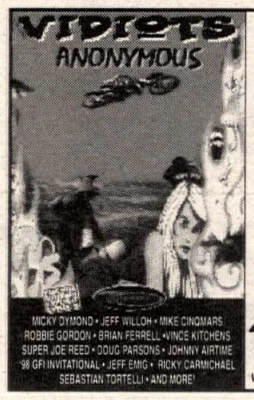

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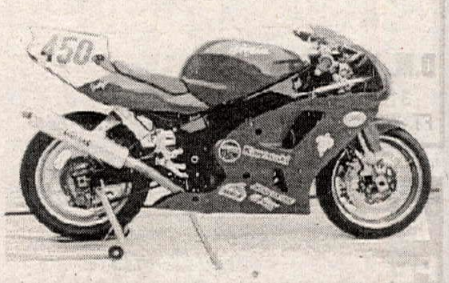

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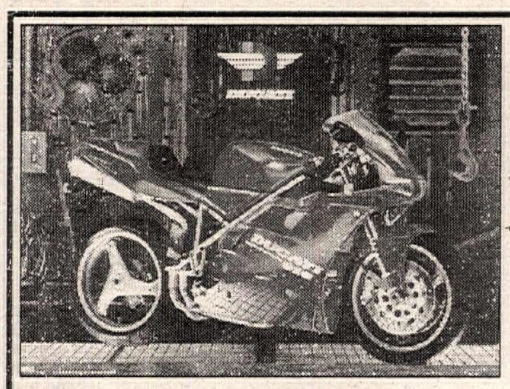

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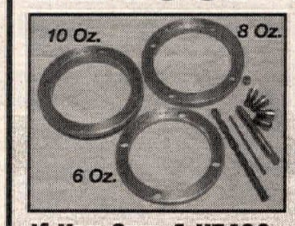

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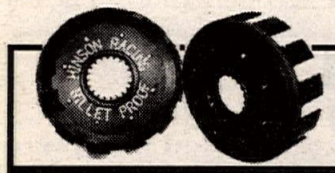

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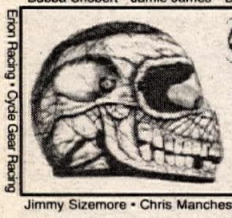

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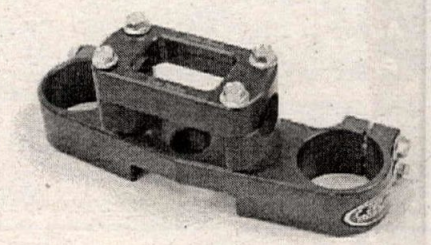

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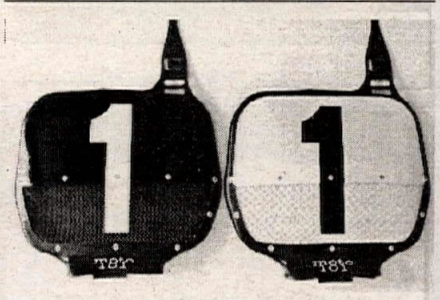

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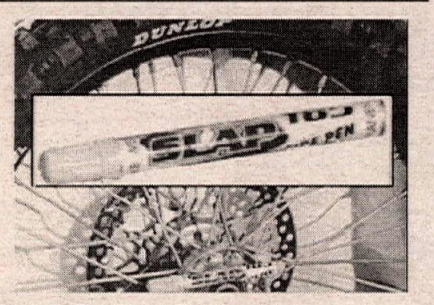

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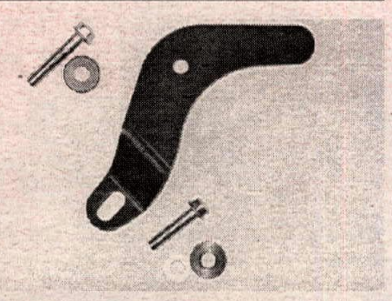

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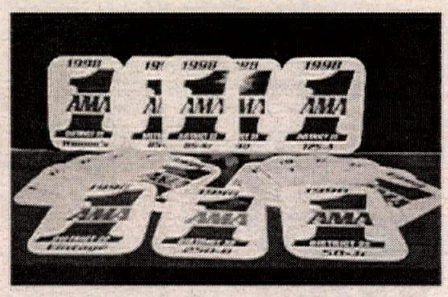

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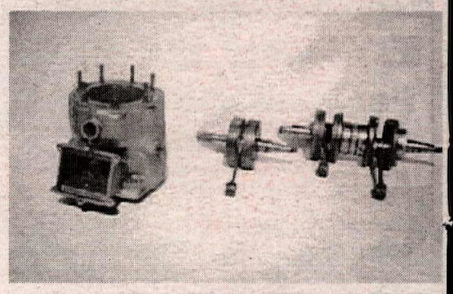

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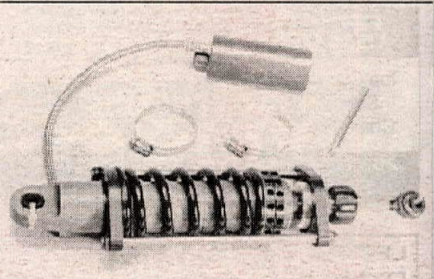

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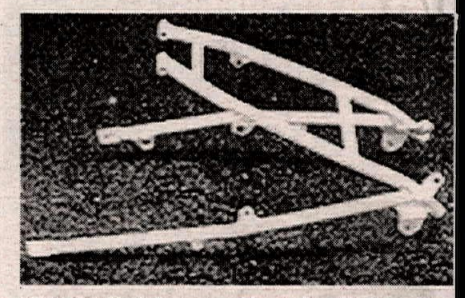

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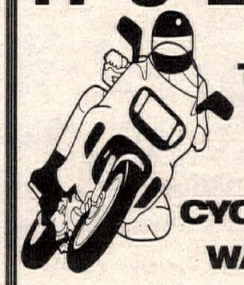

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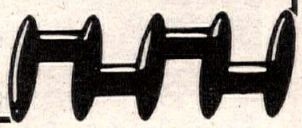

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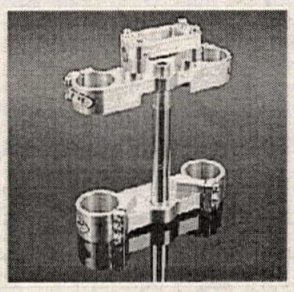

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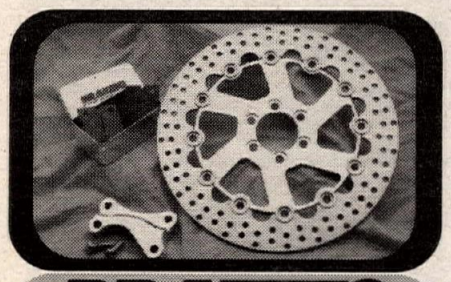

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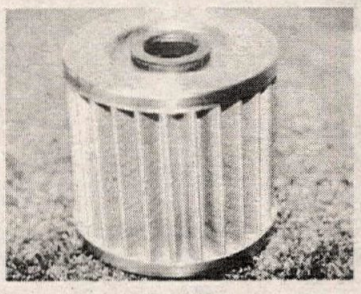

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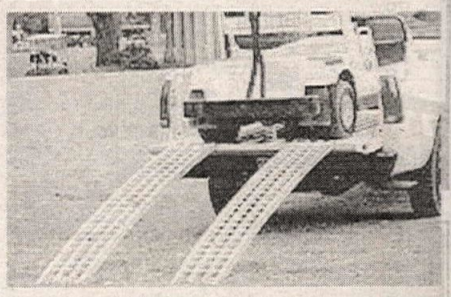

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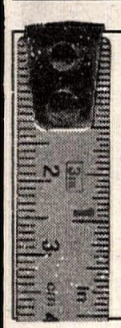

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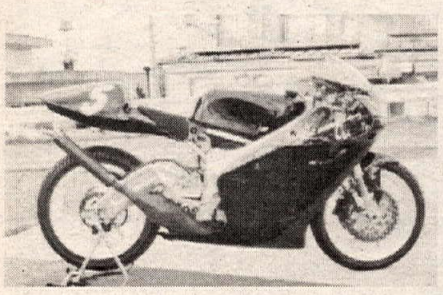

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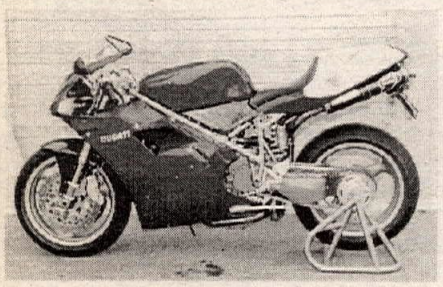

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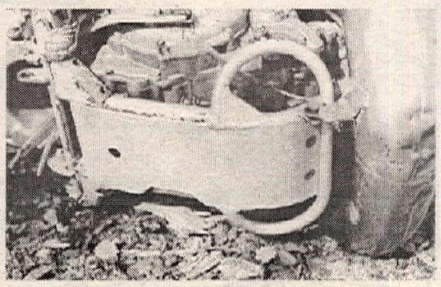

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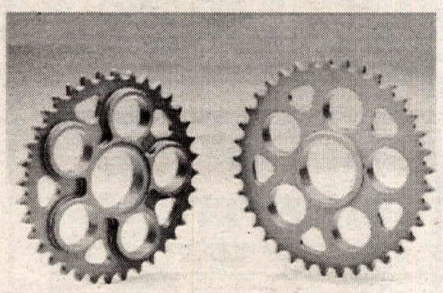

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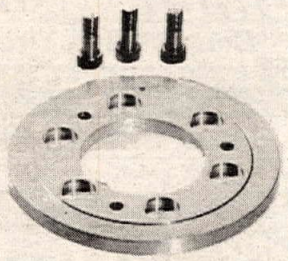

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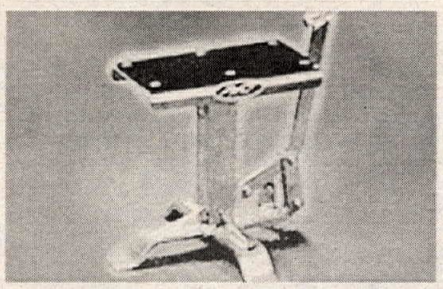

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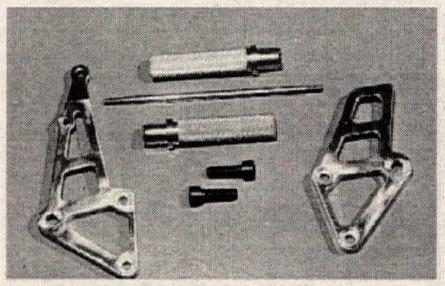

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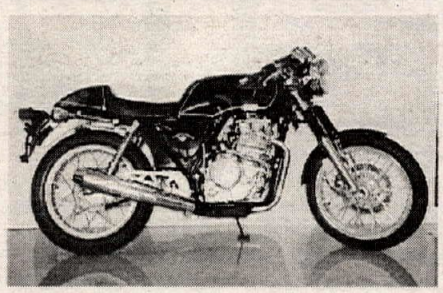

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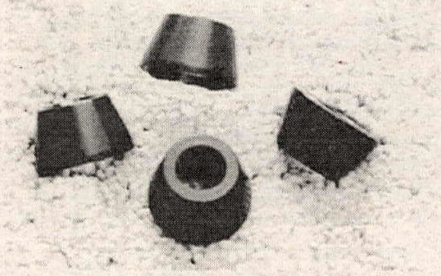

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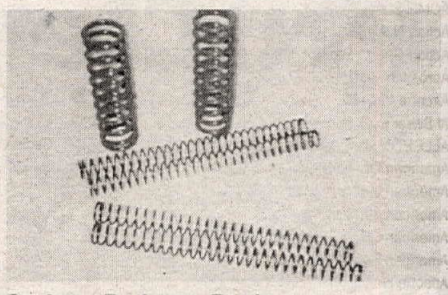

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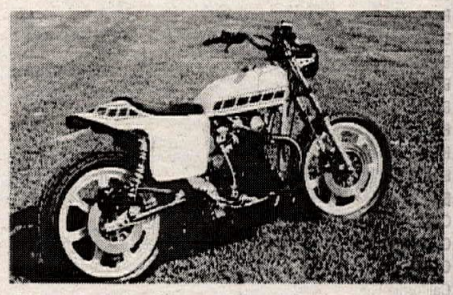

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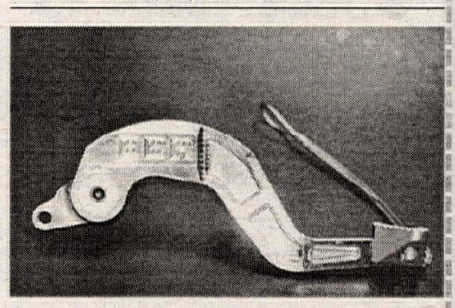

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In The Paddock

BY MICHAEL SCOTT

Honda has dominated 500cc Grand Prix racing for so long now that some people in the paddock can't remember it any other way. For more than five years, the Honda NSR500 was the bike (and had the riders) to beat, and for the same length of time the accomplishment of this goal was so rare that any non-Honda GP win was a jubilee event.

Things might be set to change in 1999. Years of domination have offered HRC's engineers a dangerous Valhalla of complacency. And this year, Max Biaggi is riding a Yamaha.

Both statements offer a wealth of implications - the most prominent being, perhaps, that for the first time since its catastrophic loss of Wayne Rainey in 1993, Yamaha has been able to attract a genuine winning rider to take his chances along with the crossed tuning forks.

This follows years of a migration of talent to Honda. Since Mick Doohan's factory bike was so obviously the best thing out there, every rider worth his mettle wanted one, to show what he could do on it. All this proved, during Doohan's unbroken reign, is that nobody is a patch on him as a rider. And Doohan himself, though coming close to switching to Yamaha for 1996, has in the end remained a steadfast Honda man.

Thus, in 1998, there were seven Hondas out there, attracting the cream of the riders, leaving their would-be rivals Yamaha, Suzuki, Modenas and MuZ sucking on the hind teat even before the start of the season. The defection of Biaggi, however, as well as Carlos Checa for 1999, has changed the balance of power - and left the Honda army looking rather tattered.

There's nothing wrong with Mick Doohan, of course; but it gets harder each year to take Alex Criville seriously; Alex Barros is a long shot at best; Tadayuki Okada is long in the tooth; and John Kocinski (who will probably take Biaggi's place with Team Kanemoto) has been a dark horse for so long now that it's often quite hard to see him at all.

Yamaha, on the other hand, backs Biaggi and Checa with two other previous GP winners - Simon Crafar and Norick Abe - while Suzuki (whose own hoped-for post-Schwantz revival is proceeding a year or so behind Yamaha's) fields two hungry riders, with Kenny Roberts Jr. joining Nobuatsu Aoki on an upgraded bike.

Modenas has regained Jean-Michel Bayle, who might be joined by World and AMA Superbike ne'er-do-well Mike Hale (is this the world's first rhyming rider lineup?), while MuZ has none other than 125 and 250cc multi-champ and 500cc GP multi-winner Luca Cadalora alongside Dutchman Jurgen van den Goorbergh on its upgraded team.

The charge of complacency is twofold.

Firstly, technical: Honda, having developed and perfected Big Bang technology married to an engine of enviable power pedigree, has done little more than fiddle with the package since 1992. Their fuel-injection program was a failure, while most of the electronic engine-management trickery they also tried was firmly rejected by Doohan, if not all the others.

And to be fair, why did they need do more than fiddle? Their engine was not only reliable and serviceable, it also won race after race after race. The century was locked up by mid-'98. But by then, the cracks were showing.

It was the unleaded gas that demonstrated how far HRC had sunk back on their heels. For complex chemical and metallurgical reasons, the loss of lead hit the V-fours' long crankshafts hard. Doohan's broke in the first race in Japan, and thereafter, service life was slashed from 925 miles to 300 or less. This obviously tripled demand for the pressed-up units, the longest in racing, and notoriously wand-like and difficult (and expensive) to make with the required degree of accuracy. And with seven bikes to keep supplied, HRC spent the full season with design and development ideas cast aside, and all hands to the pump to keep up with demand.

How they recover from this will be important : Early news is of yet another revised firing order, intended to serve all their riders - in 1998, Doohan rode a 180-degree "Screamer," with the rest of the pack on Big Bangers, timed at around 70 degrees. But Honda isn't likely to fall short in the engine department; their weakness comes from without. For the other aspect of complacency is the effect it has on your rivals.

It would be kind to say that either Yamaha or Suzuki was galvanized into action, for it has all happened rather more slowly. Yet each has come through similar difficult circumstances, including injury and loss of sponsorship, and their resolve has remained unbroken: to oust, by steady technical development, the dominant giant and regain their former glory.

Yamaha is one step ahead. Last year's bike was already a major improvement, and they have promised to sustain development for the 1999 machine. They also have five riders, ensuring a lively feedback of ideas from all sources.

Suzuki still has only two riders, but has also unobtrusively improved its position. Last year its bike lacked nothing in top speed, but tricky handling frightened off Cadalora and restrained regular rider Aoki from achieving the confidence he needed to ride aggressively.

This year, in addition to gaining Roberts as a rider, Suzuki has added Warren Willing, a veteran engineer with the task of solving the chassis problems so that Suzuki can exploit its strong engine to better effect.

All the signs are there; the tide could be turning. Or it could have already turned. And while Honda might keep on winning as long as it has Doohan on board, that time limit is clearly drawing near. And when he does go - most probably at the end of this year - it will be Honda's turn to suffer its post-giant shock, as Yamaha and Suzuki have done before.

If Honda is to clear that hurdle successfully, it will need more than a tattered army of leftover riders and an obsolescent motorcycle with a fragile crankshaft to see them over.

CN

Looking Back

30 YEARS AGO... FEBRUARY 4, 1969

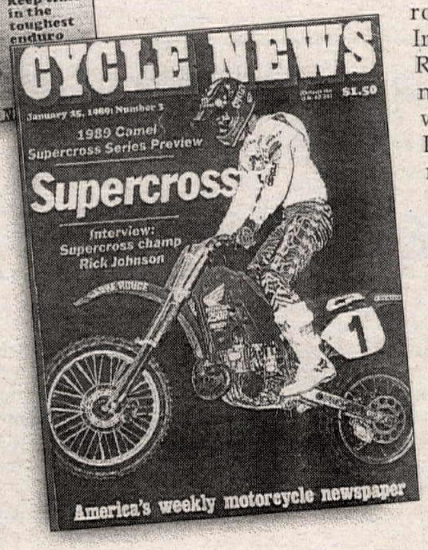
Dick Smothers, the "smarter half" of the comedic Smothers Brothers, was captured on our cover as he tested out a new Montesa street scrambler. On page 11, Smothers could be seen riding with a few of his buddies - guys like Parnelli Jones, Dan Gurney and Swede Savage. Smothers was described as a conservative but skilled rider... **Motorcycle theft** was, as always, a huge problem, and we ran a story on how you could best protect yourself in the event that you did lose a motorcycle. Proper-ownership papers were essential in retreiving a recovered bike that may have had its frame and engine numbers altered... In our test of the **Ossa 250 motocrosser,** we found that the bike was "built for serious motocross"... **Mark Brelsford** was named Motorcycle Rider of the Year at the Motor Sports Press Association's annual awards dinner in San Francisco.

20 YEARS AGO... JANUARY 31, 1979

An item in *The Latest Poop* informed riders of the potential dangers of riding at the Clear Creek ORV area in Northern California due to the asbestos content that had been found in the dust. Riders were being warned to ride the area only with respirator masks or to consult their physicians... **Jeff Ward** (Kaw), **Danny "Magoo" Chandler** (Mai) and **Danny LaPorte** (Suz) were the big winners during the third round of the CMC/Suzuki Golden State MX Series at Indian Dunes. Wardy went 2-2 for the 125cc win, while Magoo was able to eke out the 250cc win with 4-2 scores. LaPorte went 2-1 to win in his first race aboard Suzuki's new RN420 works machine... Our riding impression of the **Yoshimura Suzuki GS1000 superbike** was punctuated by the revelation that although the bike made a brutish 130 horsepower, it was very ridable... We interviewed California's Canadian MX Champion, **Jim Turner**... Our Championship Enduro riding-tips feature was continued in this issue. This time the subject was **Timekeeping to Win**.

10 YEARS AGO... JANUARY 25, 1989

In our **supercross preview issue**, we interviewed two-time AMA Supercross Champion **Rick Johnson**, who felt confident that he could capture the supercross crown for a third straight year... Our actual **supercross series preview feature** told you who would be riding for whom, which stadiums you could expect the series to visit and what steps the sport in general was taking in its journey toward acceptance as big-league motor racing... **Dan Ingram** won round five of the AMA Invitational Indoor Pro Ice Race Series in Peoria, Illinois. **Garth Brow** (Hon) won round four in Danville, Illinois, just one night before that... **Dan Smith** (KTM) won the Gold Strike VI Hare & Hound in Jean, Nevada, while **Dale Knapp** won the 250cc class on a Husqvarna, the Swedish brand seeing noticeably fewer desert wins since Smith's departure from the factory team... A 37-year-old **Kenny Roberts** hosted a birthday bash/junk stock-car race on his ranch property, inviting his friends Eddie Lawson, Wayne Rainey and Bubba Shobert. Of course, **King Kenny** took the win.



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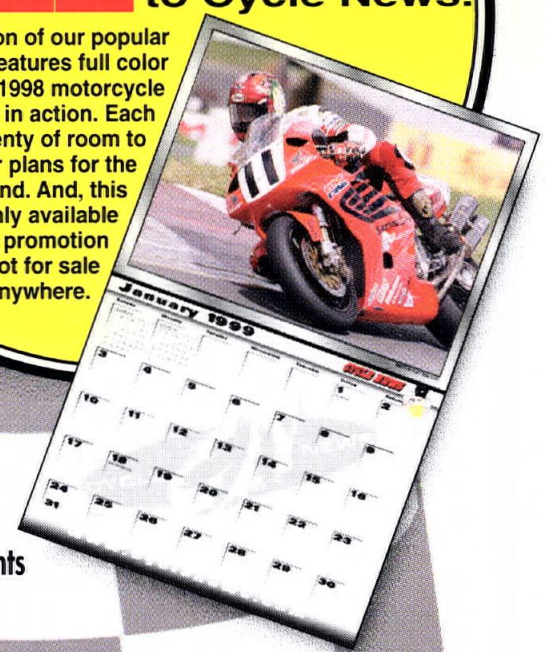

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Performance Honda Suzuki Of Charlotte
502 N. Polk St. Hwy 521
Pineville, NC 28134
704/889-3500

Honda-Suzuki Of Sanford
P.O. Box 2520
3128 South Horner Blvd.
Sanford, NC 27330
800/951-3638

OHIO

Penton Suzuki
1423 Foster Park Rd.
Amherst, OH 44001
440/282-5108

F&S Suzuki
7200 N. Dixie Drive
Dayton, OH 45414
800/783-4245

Suzuki Of Greenville Inc.
812 Martin Street
Greenville, OH 45331
937/547-1544

Suzuki Of Marion
1627 Harding Hwy E.
Marion, OH 93302
800/624-7528

McCune Cycle World
327 Ashland Road
Masfield, OH 44905
419/524-2222

OKLAHOMA

Green Country Honda/Suzuki
1200 W. Southwest Expressway Drive
Broken Arrow, OK 74012
918/258-4774

PENNSYLVANIA

Gibsonia Cycle Center
4684 Route 8
Allison Park, PA 15101
412/487-2803

West Shore Suzuki
5203 E. Trindle Road
Mechanicsburg, PA 17055
717/697-3099

Bromley Suzuki/KTM
635 Somers Avenue
Trevose, PA 19053
215/357-1534

Action Motorsports Inc.
1881 Whiteford Road
York, PA 17402
717/757-2688

TENNESSEE

Butch's Suzuki
470 Hwy 51 Bypass
Dyersburg, TN 38024
901/285-2060

Americas Motor Sports
2416 Gallatin Road
Madison, TN 37115
615/859-7292

Sloan's Suzuki
2233 Northwest Broad Street
Murfreesbord, TN 37128
800/342-1681

Suzuki Of Paris
312 E. Wood Street
Paris, TN 38242
901/642-0511

TEXAS

Tejas Motorsports
347 S. Main
Highlands, TX 77562
281/843-8591

Stubbs Cycles
4436 Telephone Road
Houston, TX 77087
713/644-7535

Suzuki-Tigershark-Arctic Cat Of Tomball
23233 Snook Lane
Tomball, TX 77375
281/351-0075

UTAH

Layton Cycle & Sports
60 N. Main
Layton, UT 84041
801/544-2241

VERMONT

Land Air Suzuki
7 Kellogg Road
Essex Jct, VT 05452
802/878-5052

WEST VIRGINIA

Elkins Suzuki
Rt. 3, Box 261-7
Elkins, WV 26241
304/636-7732

Weaver's Suzuki
1137 Pennsylvania Avenue
Weirton, WV 26062
304/797-1500

RM125

Ask any National-caliber racer. No matter how good you are, you can always dial it up another notch. The same goes with motorcycle manufacturers — we know that even the best bike can always be a little better. Which is why we thoroughly refined the 1999 RM125, front to back, inside and out.

It features new inverted Twin Chamber forks, combining the responsiveness of a conventional design with the strength and rigidity of inverted forks. Complemented by an extensively refined rear shock absorber with more progressive damping, the new suspension provides smooth action on rough, one-line tracks. On wide-open courses, it soaks up the gnarliest bumps, letting you wick it up on the straights with confidence.

The 1999 RM125. One step closer to making you the rider who sets the pace.

With its 1999 engine modified to gain revs more quickly, the RM250 combines smooth, controllable power delivery with potent acceleration.

Take a bike with class-leading top end, give it even better power delivery and refined suspension and what have you got? The 1999 RM125.

With its championship winning heritage, the RM80 is designed to let racers develop winning ways from their first race on.

RM80

You want to turn winning into a lifelong habit? Get on an RM80. It offers full-size performance in a compact package...perfect for young racers who want to win while they hone their skills.

Its engine features Suzuki's exclusive Automatic Exhaust Timing Control (AETCtm) system, liquid cooling and case-reed induction. That gives it quick, clean throttle response and smooth, controllable power delivery to let you take control on tight tracks.

And it gives you top-end performance you'll appreciate on wide-open courses.

The 1999 RM80, right from the start.

At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only.
RM motorcycles do not meet U.S. EPA noise standards for off-road riding. Please ride your RM only in sanctioned closed-course events and related practices.

RM250

Horsepower. It's only valuable when it gets to the ground. And, with its long-stroke engine and tractable powerband, turning horsepower into quicker lap times is something the RM250 has always excelled at.

For 1999, the RM250 combines smooth power delivery with more kick across the powerband. Its crankshaft has less inertia to allow the engine to rev more quickly, which you'll feel as stronger acceleration, and everyone else will see as a monster roost. To increase mid- to high-rpm power, the cylinder features new port shape and timing, while the PowerJet carburetor has an improved spray pattern. In addition, the exhaust valve has been modified to deliver more consistent power throughout the powerband. And for better engine performance overall, the crankcase's cylinder base intake area has been revised.

With the new RM250, you'll find yourself opening up enough of a gap to break a smile and throw some style into your last lap!

SUZUKI

www.suzuki.com

STEP RIGHT UP, FOLKS!!

$400 FREE ACCESSORIES

There's no easier game in town than SuzukiFest '99, folks. Just pick out a selected, cutting-edge, Suzuki sportbike and you'll win, er, get $400 worth of free accessories. Like a helmet, jacket or tankbag. Choose anything you want. It's even easier with our great financing like $0 down, low APR or low monthly payments on selected models. But hurry in, SuzukiFest '99 ends March 31st. Let's see, you get the bike you want, you get the stuff you want, you don't get sick on cotton candy and you don't have to carry around a six-foot-high teddy bear. Every carnival should be like SuzukiFest '99.

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CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. See participating dealer for details. Restrictions apply. Accessory items shown are for illustrative purposes only and may exceed $400. Finance offers with approved credit. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. OFFER ENDS 3/31/99.